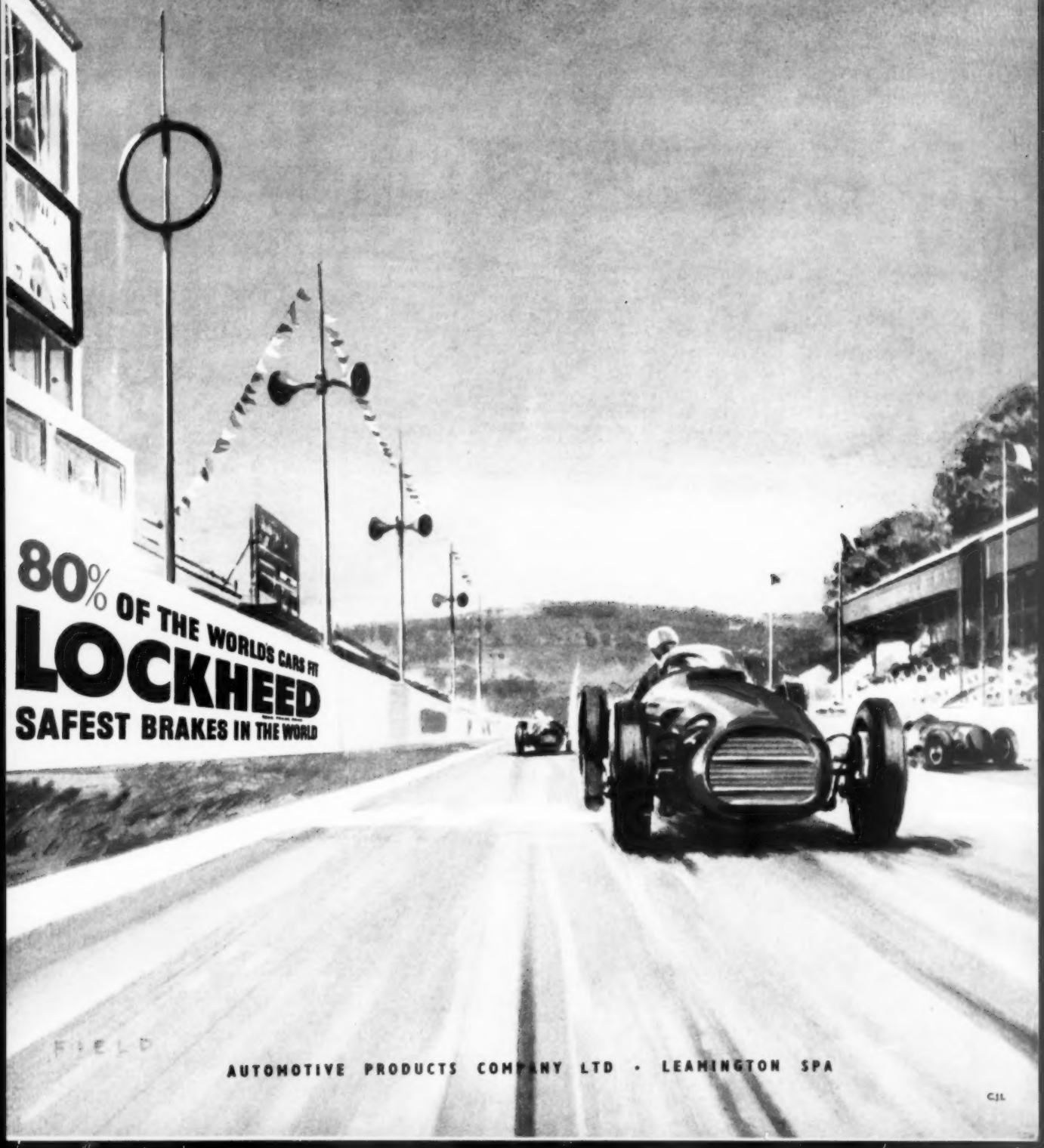
10 DECEMBER 1955

The Autocar

1/-

FOUNDED 1895 LARGEST CIRCULATION



A MOST USEFUL, SEASONABLE GIFT
A doctor-user says: "The most useful gadget on my car."
SCREENWASH. A dashboard or foot-operated pump that instantly provides clear vision. Prices from £3 3s. to £5 5s., plus fitting charge.
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Enquiries and orders through your motor engineer, but in case of difficulty write direct to:—
KIGASS LTD., 31, REGENT GROVE, LEAMINGTON SPA.
LONDON: 28, SOUTH MOLTON ST., W.1.
Safety Greetings
from Kigass to all our friends at Home and Abroad
REMEMBER!
"Screenwash" slays the sludge dragon and instantly removes mud, frost and snow.

FOR SPLIT-SECOND STARTING even in December

FIBRAK INSULATION
for increased power & longer life

X-METAL GRIDS
Highly resistant to acid corrosion

COLD-START PLATES
for trouble-free winter starting

LOOK FOR THE RED SEAL

THE BATTERY YOU'VE ALWAYS WANTED

OLDHAM & SON LTD · DENTON · MANCHESTER · ESTABLISHED 1865

Has a Cat got *Nine Lives?*

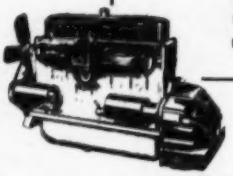
YOUR VAUXHALL HAS IF YOU'RE WISE

Your VAUXHALL can live again and again with an HML Rebuilt engine under its bonnet. Its sweet, purring efficiency and long-life performance will gladden the heart of the motorist.

THE HML ENGINE EXCHANGE PLAN

Covers all models Vauxhall and Bedford. Your old engine taken in part exchange. We deliver the new engine first—you send the old one in afterwards. Exchange prices from as low as £35. Deferred terms available. May we send you a copy of our booklet?

£35



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Open Monday to Friday 8 a.m. to 6.30 p.m.
Saturday 8 a.m. to 4 p.m.
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Ring PADdington 0028 for immediate service.

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We have a special department for car radio installation and repairs. Trade enquiries invited.

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Telephone: PADdington 0022 (12 lines).

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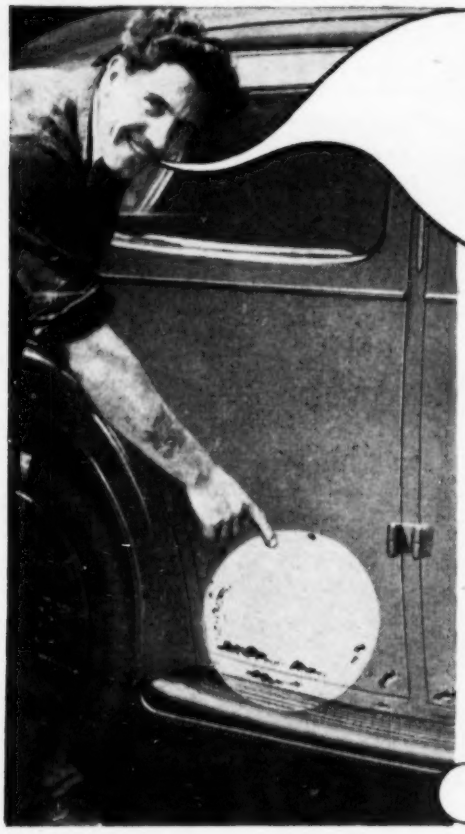

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Samcoweldex"

- SAMCOWELDEX provides the quickest known method of repairing body work eaten through by rust.
- SAMCOWELDEX is simple to use, requiring no heating, no panel-beating, no welding, yet the repair is durable, dependable, and quite invisible after respraying.
- *All the materials you need are conveniently packed in the*

SAMCOWELDEX GARAGE PACK No. 1

Price 45/- Retail.

A REMINDER TO USERS—
Save valuable time by using Samcoweldex Metallic Filler for filling small dents.

A PRODUCT OF B.U. SUPPLIES & MACHINERY CO. LTD., LAW STREET, LEICESTER

QUIZ For careful motorists

answer YES or NO

ARE YOU FAMILIAR

with the terms and conditions of your Motor Insurance Policy? Nowadays it's so easy to be penny-wise yet pound-foolish. Here is a QUIZ to test your memory. It will also provide a check on the benefits that can be yours for a moderate premium.

Q	Can you earn a 25 per cent. NO CLAIMS BONUS?	
Q	Do medical expenses allow up to THIRTY GUINEAS for each person?	
Q	Do PERSONAL ACCIDENT benefits also extend to your wife in serious cases?	
Q	Does your LUGGAGE COVER extend to £30 for each loss?	
Q	After repairs, are your re-delivery charges paid for you? (Your car may be many miles from home).	
Q	Can you find the name of your Insurer in any Area Telephone Directory in Great Britain?	

★ *More than 7,000 full-time agents and 220 district and branch offices throughout Great Britain are constantly at your service*

If your Comprehensive Insurance policy is with the Co-operative Insurance Society you can answer YES to all of the above questions.

If you must answer NO to some of the questions you may wonder whether the cover provided by your present policy is sufficient to meet your needs; whether it combines value with service; offers you adequate reward for a NO CLAIMS record?

C.I.S. Motor Insurance terms are competitive. May we quote you? There is no obligation. Simply cut out the coupon and send in unsealed envelope stamped 1½d.

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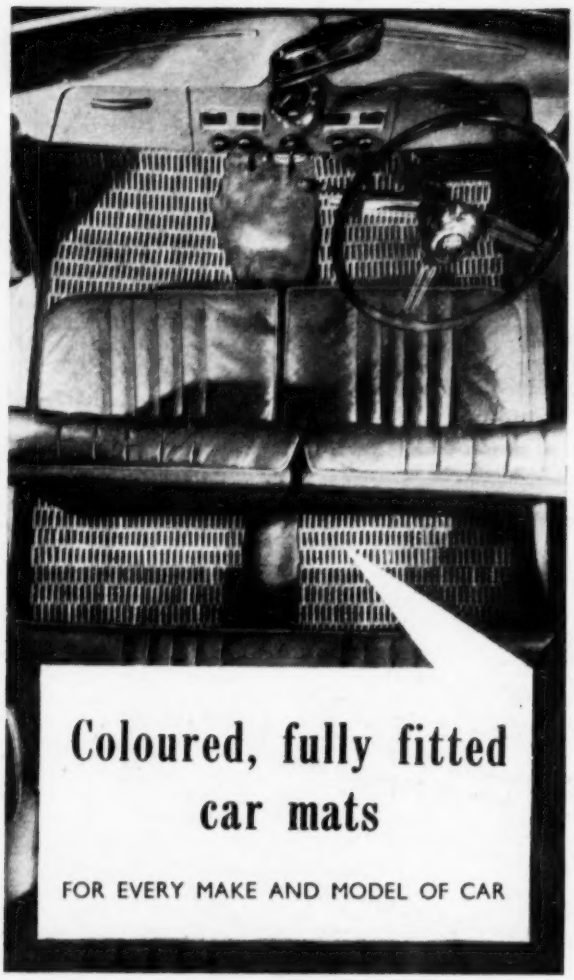

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Guaranteed for 10 years

In case of difficulty write to :

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Sole Distributors for the South of England
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Before running-in your new or overhauled engine be sure to get this invaluable guide — FREE!

Hundreds of drivers on every road today are already enjoying cheaper motoring. They have learnt how to save pounds and pounds in later repair bills and depreciation by early use of running-in compounds and upper cylinder lubricants based on the inimitable **'dag'** colloidal graphite. These are obtainable from leading accessory suppliers including all branches of Halford's Limited.

LATEST NEWS!
'Gredag' graphited grease MULTI-PURPOSE motor-grade is now on sale in 1 lb. tins at all branches of HALFORDS. Get a tin today!

To learn just how you too can save trouble and expense—

Just snip off and post **COUPON** *NOW!*

To
Acheson Colloids Ltd.
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Please send me FREE a copy of "The Running-in of Engines."

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TAS/AC 41

Under all the best bonnets

This year **almost all the important events** were won by motorcars fitted with HEPOLITE Products

HEPOLITE
PISTONS • RINGS • PINS • LINERS

HEPWORTH AND GRANDAGE, LTD., ST. JOHN'S WORKS, BRADFORD, YORKS.

Entirely New!

PELICAN
BI-HEXAGON
BOX SOCKET SETS
½" SQUARE DRIVE

A NEW and improved tool with an old name—Garringtons—the hallmark of quality. For ease and versatility it is unequalled. Finely finished with major surfaces mirror polished, the sets are forged by a new process which combines great strength with light weight. The boxes are of high grade steel, stove enamelled in maroon.

26 SET BOX (BACD)
Supplied with Speed Brace, Tommy Bar, Tee Piece, Ratchet, Universal Joint, 6in. and 12in. extension, ½ x ⅜ Converter Driver, and ⅜ x ¼ Converter Driver. Space available in box for additional tools—Great Skua, Spanners, Screwdrivers, etc.

18 SET (BACC)
Speed Brace, Tommy Bar, Tee Piece, Ratchet, 6in. extension, and 12in. extension.
Space for optional additions of 14 and 18 mm Sparking Plug Sockets and Universal Joint.

6, 10 & 12 SET BOXES
All supplied with Tommy Bar, Tee Piece, and 6in. extension. Ratchet and Universal Joint can be added as extras. Available in Whitworth American and Unified sizes.

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JAMES GROSE Ltd. THE HOUSE OF ALL SPORTS Known Universally

JAGROSE FULL CAPACITY CAR BATTERIES
Fully Guaranteed. For regular use of Starter and Lights.

Type	Volts	Amps	Size in inches	Price
A	6	58	6 7/32 × 6 13/16 × 9¼	59/6
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L	6	69	8¼ × 6 13/16 × 7¼	75/-
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There is a Jagrose battery to suit every car. Quotations by return. Crate and Carr. 12/6. 7/6 refund on crate.
Allowance for your old battery : 6v. 5/-, 12v. 10/-.

The Famous "Jagrose" Illustrated Motor Accessories Catalogue will save you £££s. Send 6d. now for your copy. Over 1,000 lines. Post free.

TUDOR CAR HEATER

Ideal for all cars providing radiator is at front of car and there is 4in. space between fan and radiator. Easily fitted. State whether 6- or 12-volt battery.
85-18-6 Complete. Mark III, with adjustable motor speed. £6 5/-. Post 1/6.

JAGROSE TRICKLE BATTERY CHARGERS
For 240-250 A.C. Mains to charge at 1 amp. Each **53/6**
Superior Model to charge at 2 amps. Each **135/9**
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All models both 6 and 12 volts. Packing and carriage 1/6 each.

SPECIAL OFFER
RADIATOR MUFFS AND SHIELDS
For most pre-war cars **19/6**
Brand new Radiator Shields from **21/-**
New Muffs from .. **46/-**
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JAGROSE SUMP HEATERS
250-hr. Paraffin fuel Post 1/-
23/- Junior model 15/-.

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Teddy Fleece throughout. Covered in blue, brown, wine or grey rexine. Very warm and hard wearing. Each **42/-**
Superior Model in leather. Each **67/6**
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1-pint bottle 5/9.
1-quart bottle 11/6.
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Smiths Bisecol, 1 gal. tin, 59/6. Post 2/-.

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250 hours at 1 filling Paraffin fuel. Each **18/-**
Junior model **14/-**.
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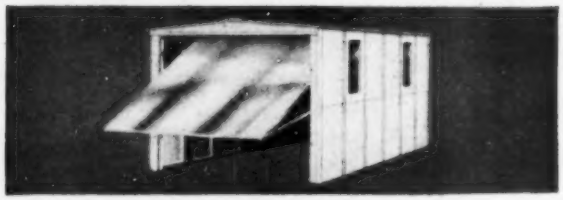

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MULTIPLE GARAGES
from £55 per garage.
An unequalled investment. Any number supplied in one block. Up and over or hinged Aluminium alloy doors. Easily erected and fireproof. Internal dimensions 15ft. 8in. or 18ft. 4in. x 7ft. 9in., clear height of 6ft. 3in. or 7ft. 9in.

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Range suitable for all cars. Easily erected precast concrete units. Up and over or hinged Aluminium alloy doors. No foundation required, permanent yet portable. Completely fireproof and rotproof. Will last a life-time without attention.

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Don't let your Battery get run down

PHILIPS

HOME CHARGER

prevents starting troubles!

IT'S so *easy* to save yourself starting troubles. All you've got to do is to install a Philips Home Charger in your garage. Then you can always keep your battery charged up to full capacity.

The use of Philips Home Charger also lengthens the life of your battery, and the running costs are extremely low. 6 or 12 volt car batteries can be charged for 25 hours for the cost of 1 unit of current. The charging rate is approximately 1.5 amps. and the ammeter instantly informs you that your battery is being charged.

The Philips Home Charger is soundly constructed and simple to install on the wall of the garage. Batteries can be charged without removing them from the car. 2 or 4 volt Radio batteries can also be charged without any re-adjustment.

For A.C. Mains, 200/250 Volts. Overall Dimensions, 7" x 6" x 4½" Weight, 5½ lbs. (approx.)

Price **£6.6.0**

PHILIPS ELECTRICAL LIMITED

Industrial Products Dept · Century House · Shaftesbury Avenue · London, W.C.2

ARC AND RESISTANCE WELDING PLANT AND ELECTRODES · HIGH FREQUENCY GENERATORS · ELECTRONIC MEASURING INSTRUMENTS · MAGNETIC FILTERS RADIO AND TELEVISION RECEIVERS · RADIOGRAMS AND RECORD PLAYERS · GRAMOPHONE RECORDS · LAMPS AND LIGHTING EQUIPMENT, ETC.

(PC47v)

MARSTON EXCELSIOR RADIATORS *fitted to the Bristol 404 Sports Coupé*

High-performance engines demand efficient cooling. Bristol have again chosen Marston Radiators for their new '404' model.

All Bristol cars are fitted with MARSTON RADIATORS

For assistance on any problem connected with heat exchange, write to

MARSTON EXCELSIOR LTD., WOLVERHAMPTON & LEEDS

MAR.121 *(A subsidiary company of Imperial Chemical Industries Limited)*

The IDEAL CHRISTMAS GIFT FOR ALL DRIVERS

Eliminates headlight glare—relieves eye strain—really helps in twilight and mist.

An optical product recommended by the motoring press (Prov. Pat. 5720/51)

STANDARD MODEL (as illustrated) 26/3
CLIP-OVER 18/9 **POPULAR MODEL 20/7**

From Opticians, Garages or particulars from :—

ABBEY GLASS WORKS LTD.
21, CORAM STREET, W.C.1.
Telephone : TERminus 9552/3

'SPINTORQ'

1 to 25 inch lbs.

The Britool 'SPINTORQ' Rotary Torque Wrench enables professional results to be achieved with unprofessional labour.

It embodies Britool adjustable pre-setting device operating accurately between 1 inch lb. and 25 inch lbs. and accepts standard ¼" and 9/32" Square Drive Sockets and Screwdriver Bits.

Cannot possibly overtighten.

Light, well built, low priced.

MT52 leaflet on request.

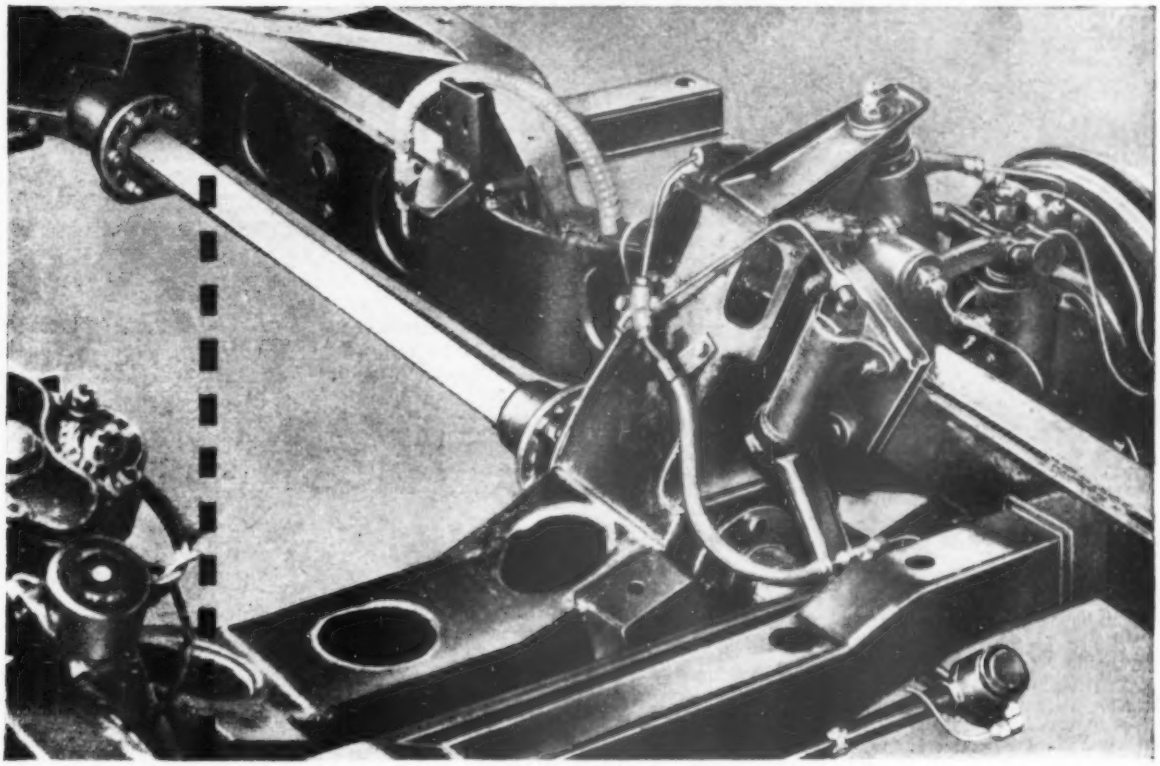
Tool up with BRITOOL

JENKS BROTHERS LIMITED

BRITOOL WORKS

BUSHBURY WOLVERHAMPTON ENGLAND

Photograph by courtesy of The Daimler Co. Ltd., Coventry, and "Automobile Engineer"



SALTER LAMINATED TORSION BARS save

SPACE — the smallest suspension unit possible

MONEY — the production process is not costly

TIME — fitting to any chassis is simple

Our designers would be glad to co-operate with your development engineers as to how Salter Laminated Torsion Bars can be incorporated on your future models

GEO. SALTER & CO. LTD., WEST BROMWICH

Cosy warmth IN YOUR FORD POPULAR

De-misting and De-frosting too!

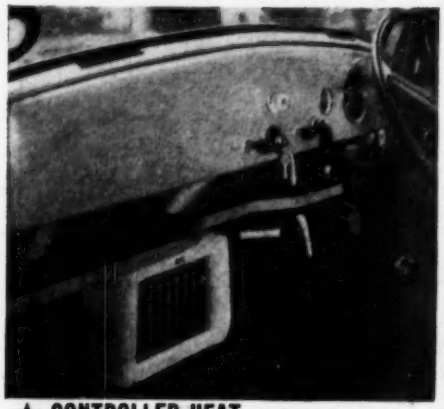


Illustration shows K-L MONITOR Heater, De-mister and De-froster fitted to the FORD POPULAR. Note hoses leading to two de-misting nozzles beneath windscreen. Also illuminated control switch on dash-board.

WHAT A BOON to have a warm car and de-misted windscreens for such small outlay and no running cost! 4-speed illuminated switch gives you:

★ **CONTROLLED HEAT** in wintry weather. Air impelled through the MONITOR quickly warms the whole interior to the temperature you find most comfortable.

★ **DE-FROSTING and DE-MISTING** that's done by the MONITOR too! One full turn of the control knob on the dashboard reverses the fan, so that warm fresh air is fed through a pair of flexible metal hoses at the base of the windscreen to keep the glass clear all over. This in no way interferes with the heating of the car interior.

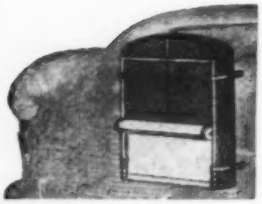
★ **COOLING or WARMED FRESH AIR** when you need it by means of the VENTILOR attachment, which gives you freedom from fumes, stuffiness and draughts. Perfect air-conditioning all the year round!

★ **EASILY FITTED** to any make of car including the FORD POPULAR, NEW STANDARD 8 and all 1954 models. Suitable for both thermo-syphon (without additional pump) and pump-cooled systems.

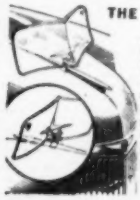
K-L MONITOR *with heating, de-misting and de-frosting and all accessories.* **£9. 19. 6** *(Available 6, 12 and 24 volt.)*

K-L MONITOR 'P' MODEL *Heater only (with usual accessories but no de-misting or de-frosting equipment, 6 volt only)* **£9. 9. 0**

VENTILOR *Fresh Air Duct (with 4 ft. of air hose and intake funnel) extra* **£1.15.0**



THE K-L EVENTEMP Radiator Roller Blind gives you dashboard control over running temperature in all weathers, saves petrol and engine-wear by preventing overcooling. Fits neatly to radiator behind the grille. Special models for all popular cars — when ordering state make and year. From **£2. 15. 0**



THE K-L AIRMASTER an attractive plastic shield mounted on the bonnet, sets up a wall of air that deflects all insects, flying particles or snow, keeping your windscreen clear and clean. Cannot obstruct vision. **10/-** Size 9in. x 5in.

THE K-L UNIVERSAL THERMOMETER (water-gauge) removes all doubts about engine temperature. Fits into radiator hose or engine. Chromium-plated rim. Outside diameter 2¼ in. Price complete with water connection **£2. 12. 6** (with illuminated dial **£3. 0. 0**).

THE ACCESSORY SPECIALISTS

From your Garage or write for descriptive leaflet No. 3 to:-

KEY-LEATHER CO., LTD., 5 URSWICK ROAD, LONDON, E.9. Telephone: AMHerst 5202-4

Cox & Co (R.W.) Ltd.

BECKENHAM: Clock House Station, Beckenham Road. 'Phone: Beckenham 1145-
BOURNEMOUTH: 50, Poole Hill. 'Phone: Bournemouth 3014
CAMDEN TOWN: Parkway & Delancey Street, N.W.1. 'Phone: Gulliver 4461-5
CLAPHAM: Lendal Terrace, Clapham Station (S.R.). S.W.4. 'Phone: Macaulay 1266-7
KINGSTON-ON-THAMES: Elton Road, Park Road. 'Phone Kingston 1244-6
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"KING OF THE ROAD"

BATTERIES

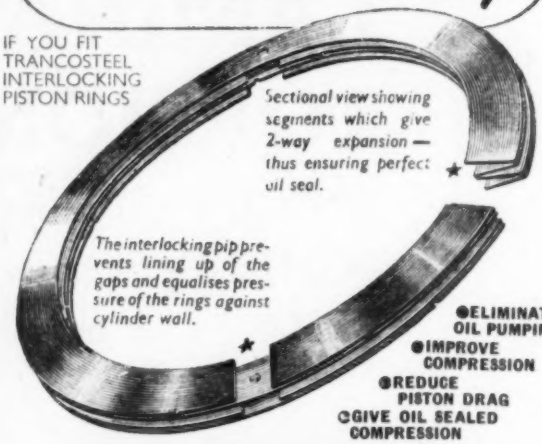
also have 2 YEARS insured life

GREATEST ADVANCE IN BATTERY DESIGN AND PERFORMANCE *for a generation at* **NO EXTRA COST!**

WRITE FOR FULL DETAILS

YOU CAN SAVE OIL & BORE WEAR!

IF YOU FIT TRANCOSTEEL INTERLOCKING PISTON RINGS



Sectional view showing segments which give 2-way expansion — thus ensuring perfect oil seal.

The interlocking pip prevents lining up of the gaps and equalises pressure of the rings against cylinder wall.

- ELIMINATE OIL PUMPING
- IMPROVE COMPRESSION
- REDUCE PISTON DRAG
- GIVE OIL SEALED COMPRESSION

TRANCOSTEEL

INTERLOCKING

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Super FINA

Christmas

—and a Snappy Top Gear

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. . . there's a job for

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The efficient fixing of anti-drum pads in modern cars can be done—and is done—with 'Bostik' Adhesive. It is by far the fastest, cheapest, and most efficient way of doing this simple but essential job. Indeed, for faster, cheaper, and more efficient methods in *every* branch of car manufacture today, ALL British car manufacturers employ 'Bostik' Adhesive, 'Prestik' Sealing Strip and 'Bostik' Sealing Compounds. Remember . . .

for every sticking and sealing job in the Motor Industry there's a job for

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Has your battery let you down?

"No-you've let down your battery"

Batteries have to work overtime in the Winter. Coping with extra lights, heaters, defrosters and very cold starting soon leaves them exhausted.

THE **SenTerCel** AUTOMATIC HOME BATTERY CHARGER

will keep your battery always brimfull of power

Invest in a **SenTerCel**. It is **not** a trickle charger but a real, professional job, yet so simple to install and very easy to use. It will recharge your batteries overnight. (Charging rates 3amps at 12volts, or 5amps at 6volts). Just plug it in to any 200/250v. A.C. mains supply and the **SenTerCel** will do the rest. **What an Ideal Xmas present too! Money back guarantee**

Complete & Post this request form **NOW!**

£7·10·0 *INCL. PLUG & SOCKET*

TO G.S.L. PRODUCTS LIMITED,
Sunley's Island, Great West Road, Brentford, Middlesex.

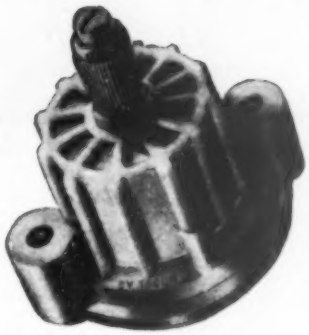
Please send me one SenTerCel Automatic Battery charger. I enclose cheque/money order for **£7/10/-**.
Please send me further particulars (*Delete item not required*)

NAME .....

ADDRESS A.4

ROTOFLO *Attention Free* DAMPERS

SAME DAY REPLACEMENT SERVICE



Rotoflo with their unique Pressure Flow Principle have these big advantages—No topping-up. No need for any attention whatever once correctly adjusted. Long trouble-free life. Constant controlled action which protects car against damaging road-shocks, adds to driving comfort.

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The NEW *Long Life* DAMPERS

5 EXCLUSIVE 'SMOOTH-RIDE' FEATURES!

- Greater shock absorbing capacity
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Telaflo patented design, with exclusive recuperation method, eliminates need for conventional annular chamber and gives a constant cushion action which raises driving comfort to a new high level

ASK AT YOUR GARAGE FOR FULL INFORMATION or write for details!

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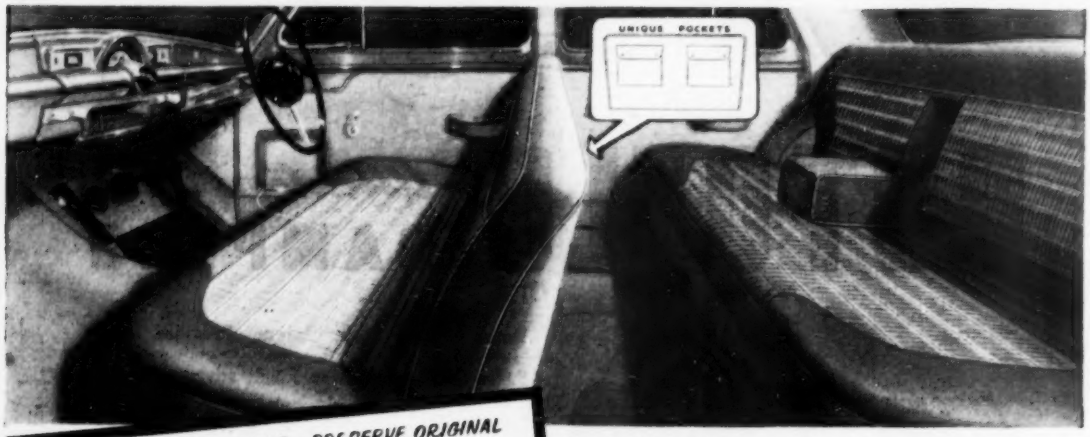

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CAR SEAT COVERS

Large choice of colours, in Felt or Tygan and Felt. Send for patterns and prices to Dept. A.C.

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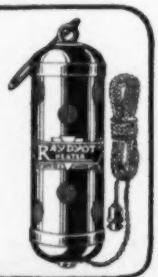

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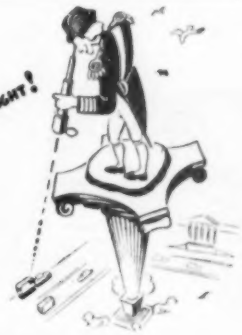

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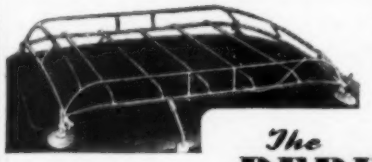

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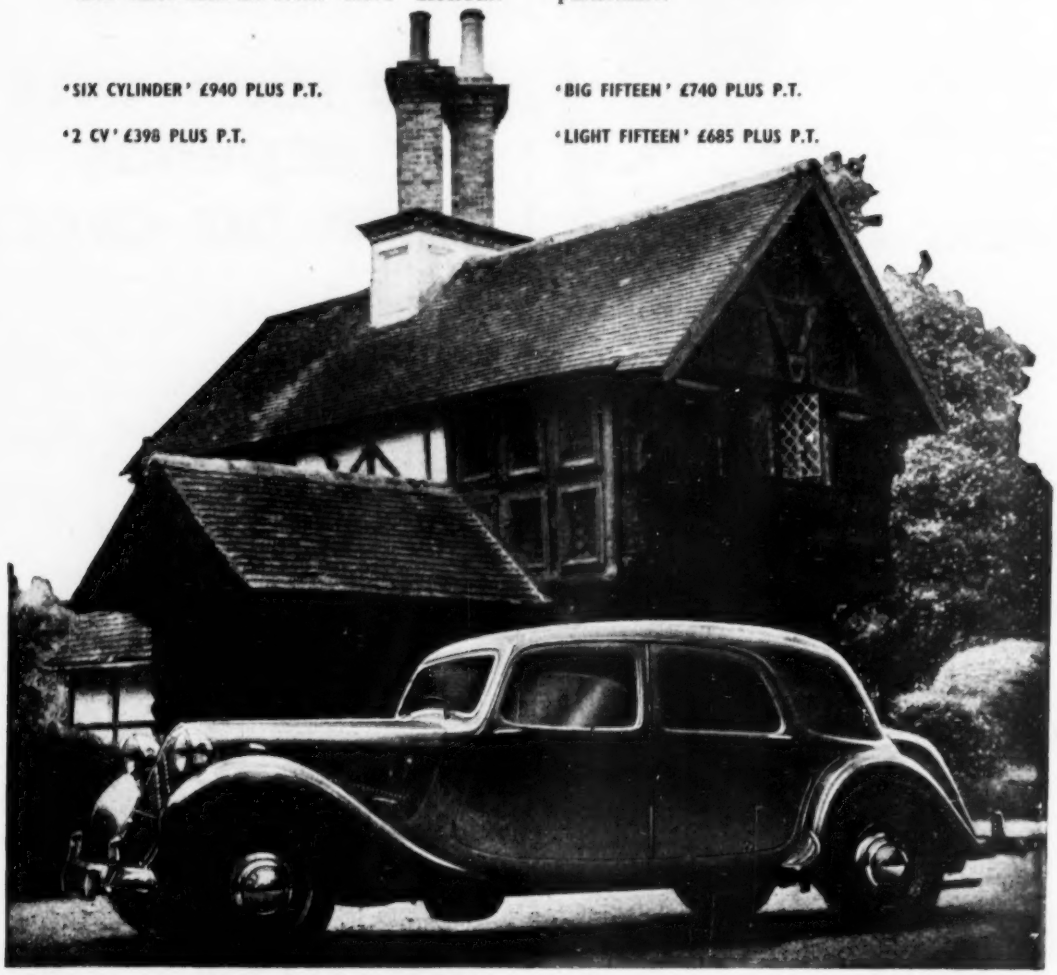

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The Autocar
FOUNDED 1895

No. 3029 *Friday, 18 December 1953* Vol. XCIX

Frankly Anti-

WE remain inexorably opposed to the principle of payment for the right to occupy space on the Queen's Highway, and we are shocked that the Government should so lightly contemplate legislation to permit its extension. At a time when toll roads and bridges are being slowly and expensively eliminated it is paradoxical that the parking meter should threaten to rear its ugly post in this country—as, incidentally, it is paradoxical that certain interests should be urging the toll system as payment for new roads.

Motorists can, however, be grateful to the managing director of the firm now making parking meters in Britain for a frank admission of their repellent attributes. One per car is necessary at a cost of £30 each, "but it must be remembered that the average revenue from a parking meter will be high." In other words, here is a bait for local authorities turned Shylock by the financial demands and impositions of the Welfare State—invest in parking meters and supplement the rates. It is enlightening to read the pro-meter mind on the scale of this extra revenue:

> The object of the parking meter is not, as is so frequently said, to soak the poor old motorist, but on the other hand to give him facilities to use his car conveniently, which is rapidly becoming an impossibility in our larger cities. Equally, it benefits the shopkeeper by keeping the traffic fluid. For example, a parking meter may be placed in a square such as St. James's, to give all-day parking for two shillings; on the other hand, in a busy shopping centre the charge may be as much as sixpence for a half-hour.

If this is not "soaking the poor old motorist," who already pays, on average, £60 a year of special taxation, may we be told just what it is?

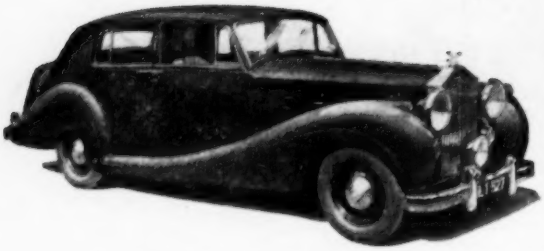
Much diligence is being used in an effort to prove that parking meters in some way solve congestion problems; apart from their tendency to encourage rapid changeover of parking space occupation they do no such thing. Congestion is a function of the number of vehicles on the available road space, and the installation of meters can have precious little effect on this; indeed, if local authorities discover that they are a fruitful source of revenue, they are likely to increase congestion by installing meters and thus permitting parking on every possible square foot of the carriageway that can be used without halting traffic completely. It is up to motorists for their own good, and for the sake of justice and principle, to oppose these devices tooth and nail and, if they lose the first round, to make them a liability by resolutely refusing to occupy meter-controlled parking space.

Parking and Winking

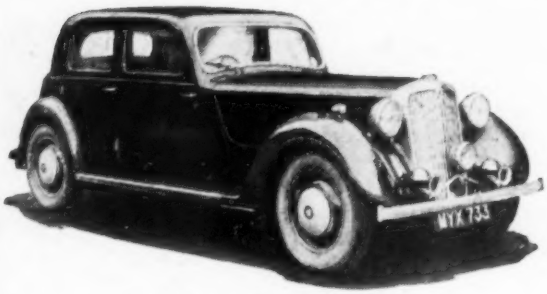
TWO legal points form a continual source of worry, to judge from the correspondence received by *The Autocar*. They concern the vehicle lighting necessary to comply with the law when parking at night, and the legal implications of winking indicators.

Except where special conditions apply, the law's requirements for parking lights are satisfied by side and rear lamps plus illumination of the rear number plate. Generally speaking, nothing less than this complies, and the popular one-side parking light showing white to the front and red to the rear is illegal; so are two of these, not least because the centre of the red light is more than 3ft 6in from the ground. Where this is so the law requires reflectors in addition. The attitude of the police towards such lights varies : in some parts of the country they are tolerated, but in others a summons results from their usage. Motorists can be certain of immunity from police attention only if they use the lights provided by the car manufacturer.

Winking indicators remain illegal even if merely fitted and not used. The Minister has said that he will legalize a form of winking indicator sooner or later but has not yet done so; whether or not his hesitation has something to do with the scientific objections to such indicators can be left to speculation, but in the meantime—and it is proving a very long meantime—the car with winking indicators installed does not comply with the law and is tolerated or not at the whim of the police. Foreign visitors can be reasonably assured that they will not be apprehended.

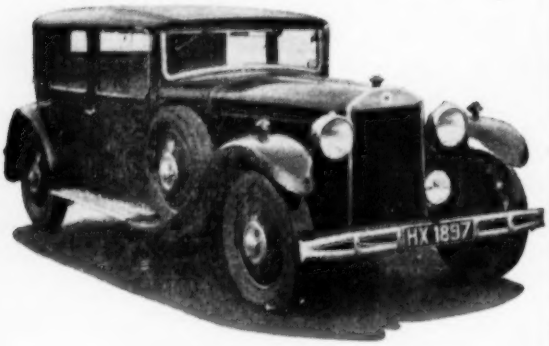


1950 Rolls-Royce Silver Wraith saloon.



1947 Rover Fourteen saloon.

1950 Sunbeam-Talbot 90 saloon.



1930 Lancia Dilambda saloon.

1948 Standard Eight tourer.

USED CA

A COMMENTARY ON TWENTY-TWO CARS

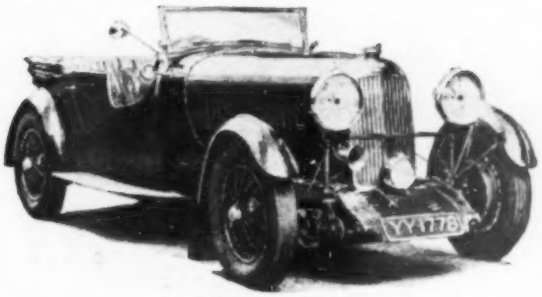
IN September, 1952, *The Autocar* published an article of impressions and conclusions inspired by the used cars which had been tested since the inception of the post-war series of "Used Cars on the Road." That was fifteen months ago, and since then the journal has tried and described a further twenty-two cars, which are the subject of this review. From each car tested something is learned, and when the descriptions are taken collectively certain impressions stand out.

Only three of the cars tested were foreign, but a wide variety of different types of cars was covered, from the old sports model to the sumptuous, silent saloon, and from the post-war high performance coupé to the venerable baby car for the family. Prices varied from thousands of pounds to little more than a hundred. Condition, too, varied, but all the cars had, in common, roadworthiness, and all of them were in a sufficiently good state of repair to give useful service without immediate major attention. This point is of special importance in these tests. Readers occasionally comment that cars even cheaper than the least expensive of those tested should be included in the series, but it must be understood that no useful purpose would be served by including cars at a price which, in general, means that they are worn out or in need of major overhaul. And the dealer has yet to be found who would submit a car knowing that the only report which could be made on it would include outright condemnation of the condition.

Prices Down

Prices have fallen, however, and among the cars included in this review was one capable of good service but selling at a modest £138. It is a sign of the current trading position that it is now possible to obtain a serviceable car at such a price. Nowadays, £500 or £600 will buy a thoroughly sound car of quite recent manufacture. Fifteen months ago cars were still selling for more than their price with tax when new, but it has been possible during the period to include a number of cars costing less than £200. There is the other end of the financial scale, of course, in which are cars of considerable academic interest to the many even if few can contemplate purchase. In this category came one car costing no less than £4,150; and that was less than the new price including tax by more than £1,000.

With the big war-time gap in production the age of the cars tested has varied considerably. The oldest dated back to 1930 and the newest cars were first registered in 1950. Two rules were carefully observed. No car less than two



1932 2-litre Lagonda tourer.

1939 2.3-litre Alfa Romeo saloon.

RS REVIEWED

OF THE PAST TESTED BY "THE AUTOCAR"

By MICHAEL CLAYTON

years old was included, and none was accepted which had covered less than 10,000 miles. True, one car had a mileage recorder indicating 5,410, but as it was registered in 1934 this figure could not be taken seriously as a possible total. The average age of the 22 cars was over ten years, which in pre-war days would have suggested that only "crocks" were tested. Nowadays, of course, cars are made by most owners to last a very long time. Post-war production accounted for 12 cars, the remaining ten being pre-1940.

The purpose of these tests has been stated before, but there is no harm in its repetition. First there is the general interest arising from the description of any car, added to which is the indication given of how each individual car has stood up to time and use. Second is the interest to those contemplating purchase of a used car, for, as the series progresses, so cars of many different makes, types and ages are described, and from the more recent tests it is possible to get an idea of what condition may reasonably be expected in a particular model at a specific price.

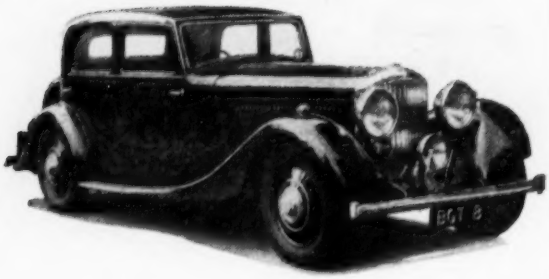
The method of carrying out the actual testing is very straightforward. While accuracy is important, precaution against very small errors need not be carried to quite the same length as applies with cars submitted by manufacturers to the full Road Test procedure. This is partly because it is not the policy of *The Autocar* to be brutal with cars which will subsequently be sold to private owners and which may not be in sufficiently new condition to stand up to really severe test methods. Instead of the electric speedometer, driven from a wheel attached to the back of the car, which is used for all the new car tests, the used cars have their speedometers checked against the stop watch at all the necessary speeds on a measured quarter mile. The speedometer is then used while stop watch readings are taken for the acceleration data. Each car does, in addition, a run of about 200 miles, during which the driver can get to know the car reasonably well, and it is kept by the journal for at least 24 hours so that cold starting and other small points can be checked.

From this procedure results one impression which is of some importance. When a car is found to have some fault which might be rather expensive to cure, such as clutch or gear box trouble, its discovery on test is usually a genuine surprise to the vendors who, of course, would not have submitted the car concerned had they suspected the fault. Naturally, unless very high prices are charged, firms cannot submit each car that they buy to a road test as long as that given to cars tested by this journal. But the value of dealing with a reputable, although not necessarily expensive, firm is obvious. The better firms when selling a car in good faith as being in good condition will usually put right an undiscovered fault in appropriate circumstances.

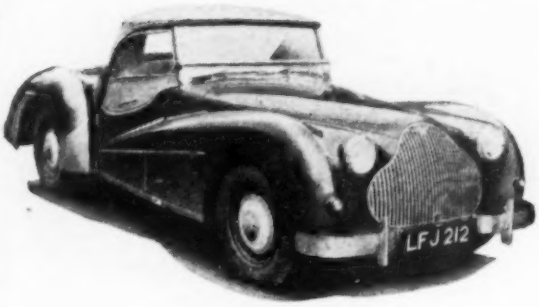
From cars in general to cars in particular: the three

1949 Allard drop-head coupé.

1950 Triumph Renown saloon.



1934 3½-litre Bentley saloon.



1950 Alvis Fourteen sports.

USED CARS REVIEWED . . . . . continued

1947 Ford Prefect saloon.

1939 Lancia Aprilia saloon.

1949 Austin A.70 Hampshire saloon.

foreign models tested were all Italian. One was the oldest car of them all, a 1930 Lancia Dilambda, and the others were a 1939 Lancia Aprilia and an Alfa Romeo built in 1939 but fitted with a new English body. All of them were impressive for the wonderful quality of the mechanical parts. The old Dilambda, a massive saloon, could get a useful move on but it was more at peace at a gentle gait. It was the kind of car on which one could spend time just in examination. The engine was so well finished, and little refinements could be spotted one after the other. The Alfa Romeo inevitably inspired respect for its wonderful 2.3-litre engine. An exciting throb and the unmistakable singing of the Alfa exhaust note set the tempo, but the body, although unusual to look at, was not quite happy. The top of the windscreen was too low so that a rather awkward driving position had to be assumed which was not quite in keeping with the car. Of the Aprilia there will be more shortly.

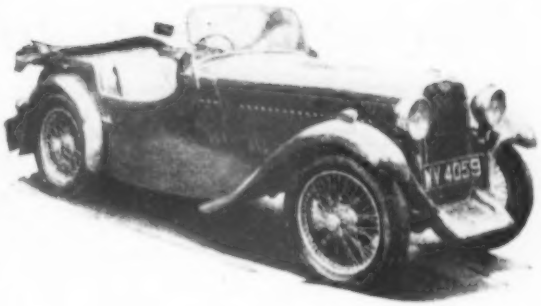
The British cars covered a wide range. Two examples of Alvis were tested, which were in contrast with each other. One was a 1950 Fourteen sports, which had the very modern radiator grille. Since the introduction of that car the firm has continued the traditional grille, but the modern one was striking. It was a deceptive car, for it covered the ground more quickly than one at first suspected, and its road behaviour was impeccable. A firm suspension combined with accurate controls to make the car feel about as safe as a car can be by present-day standards. The other Alvis was the big 4.3-litre saloon, one of the most recent pair of test reports to be published. Typically Alvis, that also romped along, covering the ground very well with very much of the "real car" feeling. Its m.p.g. was rather frightening and it was a handful in restricted conditions, but it was a very desirable piece of machinery providing a great deal of power.

Complementary

Usually a balanced diet is provided in each pair of tests, inasmuch as a very big car is usually matched with something smaller, and so on, but in the most recent pair the Alvis was accompanied on the page by an Allard drop-head coupé. This was a most impressive performer, the outstanding impression being of its extraordinary flexibility on the gears. On the flat the car pulled away from a standstill in middle gear of the three-speed box with ease, and a change down from top was rarely actually necessary except in restarting from rest. Neither engine nor bodywork was quite silent but there was none of the roar associated with pre-war high-performance cars. And for the performance and carrying capacity the m.p.g. was by no means excessive.

Similar in some characteristics to the Allard, but of pre-war design, was the 1948 4½-litre Lagonda which, although a saloon, had that big engine trait of burbling along with the engine doing little work unless really high speeds were used. Another car of this type was the 1934 3½-litre Bentley tourer, and there was a similar saloon of the same year. The

1950 Hillman Minx saloon.



1939 Singer Nine tourer.

saloon was the more impressive for it was in specially good condition. The great quality built into cars of this *marque* was very evident, and this model showed that it is still possible to get a fine quality car in good condition at a price which is very reasonable compared with the enormous cost of such a model when new in these days of purchase tax.

At the extreme top end of the price range came a 1950 Rolls-Royce Silver Wraith saloon, and a fabulous car it was. It was the only post-war Rolls-Royce to be included in the series. Superb controllability was allied to incredibly smooth progress on the road, yet when conditions permitted and the mood suited, the car would take on a great rapid stride with a mere sigh of consent from the engine. It had covered more than 36,000 miles, equivalent to the life between major overhauls of some engines, yet there was no suggestion of mechanical noise. Other traffic responded to it so respectfully that it seemed that most drivers overhauled *wanted* to be overtaken, perhaps so that they could take a good look.

Frugal Efficiency

It is invidious, perhaps, to swing to the other end of the scale in one move, but the inexpensive car has most devotees, and the car concerned could stand up proudly to comparison, for it offered efficient transport for a mere £138. This was the 1933 Singer Nine four-seater tourer. It had been recellulosed bright red, and the smart appearance provided the initial impression. The interior might have been described unkindly as a little down at the heel, but such a remark is made now only in the way in which true friends can be insulting without giving offence. It was such a willing little car, and the tearing calico exhaust note illustrated that it knew all the right noises.

In between the cars already mentioned there are a number of family models which, although in the greatest demand, do not command quite the same interest other than for those with actual purchase in mind. But among these there were exceptions, such as the 1939 Lancia Aprilia. This car was in wonderful condition and to get back to this model was a reminder of how far the world's low cost, big production family car has had to go to catch up with specially good cars of the past made by the smaller specialist car firms. It stuck firmly on the road, had a really fine performance for an engine of 1½-litre capacity, and its m.p.g. under the hardest driving conditions was remarkably good. The 1950 Sunbeam-Talbot was another specially good car. Also a four- as opposed to a six-seater, it handled well and performed with considerable gusto. In the family car class, too, was the 1950 Hillman Minx which, despite a very comfortable suspension, was a very safe car to drive, and it responded well remembering the modest size of its engine. A post-war Rover Fourteen provided effortless travel and an atmosphere of quality, a Triumph Renown was remembered for its good visibility, and a very smart Standard Eight tourer represented value for money in the small car field. With the Prefect and the Pilot Fords were well represented, and the rugged construction of these cars showed its worth when they were subjected to the used car test. Austin were represented by only one car but that, a 1949 A.70 Hampshire, had covered nearly 100,000 miles and the engine was still perfectly sweet running although, according to the vendor's claim, not even the cylinder head had been touched since the car was new.

Value for Money

Apart from the interest attaching to the cars individually, the most important general conclusion relates to price. At last used car values are back to normal, as far as any prices can be when subject to the effects of purchase tax, and new life is back into the task of selecting a used car. It is not possible to state at what price a roadworthy, reliable car may be obtained, for any car under about £200 may reasonably be expected to have some faults and to be liable to failure of some kind at any time. But provided the purchaser is an enthusiastic motorist and treats his car kindly, and if he is prepared for small troubles and competent to deal with most of them himself, then about £150 or so, or even less, will provide a satisfactory car. For those who require a really reliable post-war car the price rises, but not to such a high level as might be expected. Now that a new car can be bought for less than £400 without a long delay, similar low-priced cars which are, say, four years old can be obtained for less than £300.

With older cars what governs the price is condition, and its importance cannot be overstressed. Particular models of a particular year will not vary in price to a very great extent, but it pays to buy one at the higher end of that limited scale, for there may be a world of difference in the condition which, expressed in terms of future bills on the cheaper car, make extra money spent on purchase very well worthwhile.

USED CAR ROAD TESTS

Year	Model	Date Described
1939	2.3-litre Alfa Romeo saloon	February 20, 1953
1949	Allard drop-head coupé	December 11, 1953
1950	Alvis Fourteen sports two-seater	February 20, 1953
1937	Alvis 4.3-litre saloon	December 11, 1953
1949	Austin A.70 Hampshire saloon	December 5, 1952
1934	3½-litre Bentley saloon	November 6, 1953
1934	3½-litre Bentley tourer	November 14, 1952
1947	Ford Prefect saloon	April 24, 1953
1949	Ford Pilot saloon	January 16, 1953
1950	Hillman Minx saloon	October 10, 1952
1947	1½-litre Jaguar saloon	September 25, 1953
1932	2-litre Lagonda tourer	July 24, 1953
1938	4½-litre Lagonda saloon	December 5, 1952
1930	Lancia Dilambda saloon	November 14, 1952
1939	Lancia Aprilia saloon	April 24, 1953
1932	20-25 Rolls-Royce saloon	July 24, 1953
1950	Rolls-Royce Silver Wraith saloon	October 9, 1953
1947	Rover Fourteen saloon	January 16, 1953
1933	Singer Nine four-seater tourer	November 6, 1953
1948	Standard Eight tourer	October 9, 1953
1950	Sunbeam-Talbot 90 saloon	September 25, 1953
1950	Triumph Renown saloon	October 10, 1952

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Please May I?

"IS there anything you want from the car?" asked the garage attendant before it went up the spiral to the second floor for 36 hours. I thought carefully and then said no, but next day I realized that two exposed films were still in the car that must be rushed to London that night. Stupidly, I began to wonder if I could possibly delay the films until the day I collected the car, then paused to analyse my stupidity. One has become so used to rebuffs, or at least unwillingness to help, in this post-war world that the more diffident amongst us are becoming too timid

Harmless request.

even to make a harmless request such as this (or asking for tea). Yet if there is one place where the ideal of good service persists it is the service station. Firmly, I walked round and displayed my garaging receipt. "May I . . .?" I asked. The girl smiled. "Of course, sir. Do you know which floor it is on?"

Very refreshing.

✦ ✦ ✦

Lowland Roads

BY the courtesy of readers I have been brought to realize that it was a good job that we met the farmer on the wet night in the Lowlands (November 27). The road to the right from A708 (Moffat to Selkirk), although a reasonable affair with a central grass strip for many years before the war, has, it seems, been allowed to deteriorate. A doctor who used it regularly in those pre-war days hazards that it would now be in the fine-day-with-a-Jeep category, and another correspondent enlarges on that. He had been over the road in 1946 in a Ford Ten. The Army had used it for tracked vehicles and it was in a pretty bad way. He drove with his wheels on two ridges with an 18in hollow in between, the Ford track being just right for the job. He recalls a flooding that swept away bridges and severely damaged the road, and another reader seems to have encountered the aftermath of this, for he found that one bridge over a gully was so rickety-looking that he examined it carefully before crossing on a solo motor cycle. The notice which we half saw in the dark is, apparently, an intimation by the Selkirk County Council that they have abandoned the road.

Several correspondents are puzzled as to why the farmer insisted on our going all the way to Selkirk, when a right-hand turn at the Gordon Arms, farther on, would have taken us through Ettrick to Hawick and have saved us about five miles. One or two wondered why I had not the savvy to take that turn anyway. Frankly, the Tibbie Shiels turn was at the northernmost edge of the farthest north map that I had with me on that trip, with the result that I had no confirmation of the Ettrick road. The farmer's advice might have taken the weather into consideration. It was such a filthy night for visibility that he may have decided that five extra miles of main road were better than peering for an indeterminate edge through a wall of water. My thanks to all who have written to set me straight.

✦ ✦ ✦

Overtaking

TWO bad tendencies seem to me to be on the increase. One is the inability of oncoming drivers to realize that, if only they would occupy a little of that five feet two inches between their left-hand wheel and the kerb, opposing traffic, held up by a stationary bus and the narrowness of the gap, could proceed freely on its way. The other is the increasing resentment of oncoming cyclists and motor cyclists if one overtakes at the moment that they are passing, leaving them, instead of "their half" of the road, about six or seven feet. The logical outcome of this attitude is that every road user should resent any encroachment of the road whatsoever when he is on it, and if only road users would adopt this attitude the road safety problem would be solved, for Britain would, indeed, have ground to a standstill, as she is now in the process of doing.

✦ ✦ ✦

Of a Feather

WE had arrived in a Bentley with special coachwork and were about to have lunch at the hotel. Naturally the conversation turned to cars and coachwork. A car drew up in the petrol station across the road, and our good friend from Abbott's, of Farnham, opined that the drop-head coupé body could have originated only with his firm. Majority opinion felt that the chassis was Alvis, although at the distance we could not be quite certain. Another Bentley pulled up at the hotel, with a distinctive line that was immediately adjudged as Park Ward, and the owner entered. After a few moments he joined the conversation. "I've got something out there that would interest you," he said, and it proved to be not only the special body but also a high-compression head on the engine. From that point memories went back to the Corniche Bentley of before the war, which the new arrival linked with "Sammy" Davis (as well as George Eyston). I am ashamed to confess that I cannot recall a connection between "Sammy" and the Corniche. I do recall that the car went like nobody's business.

All very desultory, inconclusive, but interesting; and indicative of the hold that fine cars and coachwork have on the imagination.

✦ ✦ ✦

Yellow

DOCTORS not being easily hoodwinked people, I must quote the support received from one in this matter of yellow light. His method is to use the gold-tinted spectacles that are now on the market and he finds that they enable him to see things that he was not conscious of seeing before. Moreover, he uses them in fog and finds that they have a remarkable propensity to increase the visibility in that miserable phenomenon. This may be supported by the excellence of sodium vapour lighting in fog; it is quite remarkably better than other forms of lighting.

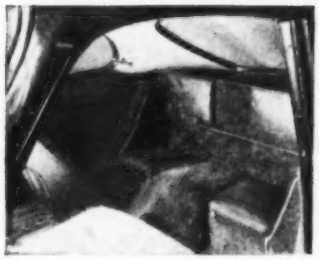
I wonder if this is because the yellow reduces the reflection of light from

See things.

each globule of water that makes up a mist? Suppose each globule to be surrounded by an halation of light owing to its reflective properties, and that the yellow filtration of light cuts out this halo (as smoked glass does with the sun) then we should obviously be able to see farther between the globules before the sheer number of them resulted in an impenetrable wall. I am not yet happy about this business of yellow versus white, either in the dark or in fog, and wish more research was being done into it. Incidentally the doctor is emphatic on the need for optically correct lenses in any type of spectacle worn.

The 'Bristol' 404 ...a new Bristol 2-litre model Sports coupé

The 404 has individual bucket type front seats adjustable for both rake and reach. Main instruments are grouped together in front of the driver and are cowled to eliminate reflection.



The rear luggage shelf of the 404 folds up, as shown here, to provide back-rests for the two occasional seats.

Offering the same superlative comfort and high performance, and with beauty of line similar to that which makes the "Bristol" 403 2-litre saloon one of the world's outstanding cars — the 404 2-litre sports coupe is a new "Bristol" model which combines the ultra high performance of competition motoring with the docility and grace of a town carriage.

BRISTOL 2 LITRE

THE CAR DIVISION OF THE BRISTOL AEROPLANE CO. LTD., BRISTOL, ENGLAND • London Showrooms: 80 Piccadilly, W.1.

...better for more miles per gallon

What finally decides how far you will go on a gallon of fuel is—how much energy Nature has put into that fuel. And here the user of National Benzole Mixture gets a free gift. Into every drop of Benzole Nature has packed more energy—more potential mileage—than there is in straight petrols. Thus Benzole, blended with good petrol as it is in National Benzole Mixture, *cannot* and *does not* fail to give you more miles per gallon.

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National Benzole Company Limited
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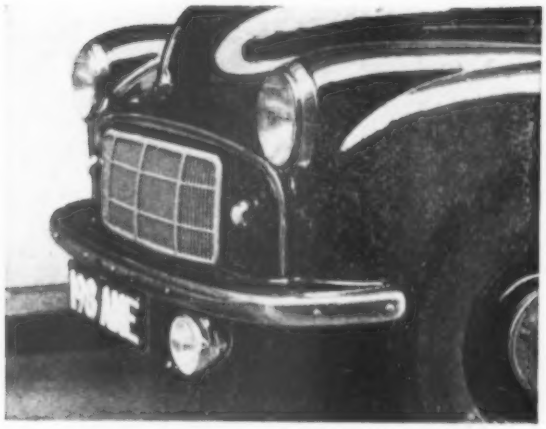
(The distributing organisation owned and entirely controlled by the producers of British Benzole)

Out of proportion judged by purely aesthetic standards—but two feet from the ground.



Neat but doubtfully effective ; a Morris dangles its fog lamp beneath the front bumper.

SEEING IN FOG

A REVIEW OF RECENT FINDINGS ON A CONSTANT WINTER PROBLEM

FOR many years *The Autocar* has been the medium of expression for and against many arguments on varied subjects. Few controversies have reached the stage of exclusion without being adequately settled, but of the few, one important problem has never really been thrashed out; it is the problem of seeing in fog.

When I was a small boy, the slightest suggestion of fog sent my father hurrying to the front of his car with an object which was not unlike the waterproof cover of a cap. A sheet of transparent yellow material was set in the centre and the whole stretched carefully over the massive right-hand head lamp. This operation completed, driving was resumed much more confidently than before.

I could never see what difference the yellow beam made to visibility, and now, many years later, it is still difficult to reach a conclusion which is not influenced by personal preference. In 1936 the British Medical Association investigated this problem but extensive tests failed to produce sufficient evidence to substantiate the superiority of yellow light. It was then suggested that drivers who used yellow fog lamps in preference to white were merely influenced psychologically. So much for my father and, for that matter, a good many others.

A wide angle French Marchal stands proudly on the same level as a Lucas "flamethrower".

In a recent paper by V. H. Jehu, M.Sc., A.Inst.P., of the Road Research Laboratory, these findings are upheld by the conclusion that, "Yellow beams have no advantages over white beams of similar intensity and shape." I can imagine the shaking of many heads. Surely, then, there must be some reason, other than psychology, for the ever increasing number of drivers who not only prefer yellow-tinted beams from fog lamps but also for head lights.

One of the most impressive explanations recently offered was published in *The Autocar* of March 20, 1953. In this article, on an allied subject, Dr. Thomas Smallhorn summarized a series of tests made by him which proved that the retina of the eye was more receptive to yellow light and was less fatigued when subjected to prolonged dazzle by that light.

Back-glare

White light, particularly in fog, produces fierce dazzle and therefore causes eye fatigue. Most of us have switched on head lamps in fog often in the forlorn hope that they will help us to see. The resulting reflection is one of the worst types of dazzle. Thus, it seems, yellow fog lamps may be preferred simply because they help to lessen the dazzle strain on already over-worked eyes, a reason which is not psychological, but definitely physical. The Road Research Laboratory tests have proved—theoretically at least—that any improvement in vision, which can be attributed to yellow light, certainly does not come from an increased transmission of that light through fog. This conclusion is arrived at mainly by measuring droplet sizes of fog and by determining the scatter of beam radiation by suspended particles.

When a beam of light passes through the atmosphere

An M.G. with one thrown in for good measure : here, as always, it seems that the owner is fumbling for a solution.

degrees, having a reasonably sharp top cut off. At any mounting height, the effective distance of the beam was increased by bringing the lamp nearer horizontal from a dipped position. Beyond a horizontal setting the road surface and kerbs became indistinct.

The lowest mounting height was not found to be the most efficient in dense fog and when the lamp was mounted just clear of the ground, and almost horizontal, visibility was considerably less than when it was mounted in a higher position. French fog lamps having a comparably wide beam are available in this country but a similar effect can be obtained by fitting a pair of certain British fog lamps, one on each side of the car.

During the experiments carried out by the Road Research Laboratory a low mounting was found to be extremely desirable in thin fog, but, as the density of the fog increased more light was scattered in the direction of the driver and the difference between the road surface and the fog itself gradually became imperceptible. It is therefore reasonable to assume that the ideal type of mounting is one which enables the lamp to be raised or lowered to suit prevailing conditions. The height at which the lamp should be mounted to deal with thick fog must be a compromise between having the beam sufficiently low so that the driver

SEEING IN FOG . . . . . continued

its intensity decreases progressively. The decrease is caused by an absorption of light by particles in the air. In fog this absorption reached immense proportions since the projection of light is curtailed according to the number of particles in the air, that is, the density of the fog.

But during this investigation, yellow light recorded improved transmission over white light through certain types of fog; it is not beyond the realm of possibility that this is the particular type of fog which prevails in my father's homeland! It seems, therefore, that the problems involved are governed, not by the ability of white or yellow light to penetrate fog, but by the effect on the human eye of reflection caused by any attempted penetration.

The Road Research Laboratory (a branch of the D.S.I.R.) has directed its studies towards other important factors, the methods of mounting and the position of the fog lamp—whether white or yellow—so that a minimum of back glare is created. As most of us know only too well, the car driver's view of the road ahead is, in thick fog, restricted to the road surface visible immediately beyond the bonnet and right-hand front wing. The Road Research Laboratory consider it naturally advisable to extend this area of vision by directing the light immediately ahead of it, rather than by attempting to illuminate the kerb on the left-hand side. Any attempt at the latter would require a raised light beam which, by increasing the volume of fog intercepted (in covering the greater distance) would create the unwanted back glare.

Treacherous Kerb

The common practice of following the kerb is, in any case, an unsatisfactory way of progressing through fog. The desirability of seeing as much as possible in such adverse conditions suggests that the beam which lights up the road-lane markings to the right of the driver should also illuminate the kerb; further reference to the Road Research Laboratory paper confirms this. Those two guides, used in conjunction with each other, will allow a driver to proceed in comparative safety.

The type of beam emitted from the lamp must be wide enough to do all this without creating back glare. To obtain such a condition one must use a lamp producing beam distribution which is asymmetric in a vertical plane, that is, broad and flat, with the maximum intensity nearer the top of the beam than the bottom.

This conclusion was reached by the Road Research Laboratory after experimenting with beams of differing intensity and shape, and a lamp was constructed to give a fan-shaped beam with a horizontal spread of about 60

does not look along it, and sufficiently high in order to obtain maximum seeing distance. Such conflicting requirements greatly restrict the ultimate mounting height, which must be a compromise, but the Road Research Laboratory's recommendation in this respect is 2 feet from the centre of the lamp to the road surface.

The Road Research Laboratory has also proved that the efficiency of a fog lamp is not governed by its beam intensity. This conclusion was arrived at by a series of experiments with three different types of fog lamp. From this it would seem that the pencil type beam, favoured by a considerable number of drivers today, is not the most desirable.

A fan-shaped beam with a horizontal spread allowed both verges of a 30 feet wide road to be observed in thick fog. At road junctions this was particularly helpful. The pencil type beam showed its failing when a break in the kerb, or lane marking, occurred and the driver was left groping for the continuation of his guide line.

The findings should be respected, and it must be concluded that the most efficient way of seeing in fog to-day is by a lamp, or lamps, producing a flat-topped wide beam of low intensity. Mount the lights to suit individual preference and if you drive a lot you might do well to ease eye strain by fitting a yellow bulb. These conclusions are not new; it seems that my father was right after all. T.W.

Two feet from the ground and yellow. A Riley with twin Butler fog lamps.

combined in this elegantly styled saloon

The new M.G. Magnette is a fast car with the "feel" and performance of a true sporting thoroughbred. Firm, well-damped coil spring front suspension and torque arm controlled rear axle give you rock-steady road-holding and cornering with safety—*fast!* Exhilarating liveliness combines with luxury and loveliness to make this new M.G. saloon the car sensation of the year.

Powered by a new 1½ litre twin carburetter engine developing 60 b.h.p.

THE NEW MG MAGNETTE

Safety fast—

IN *airsmoothed* STYLE

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AUSTIN CHOOSE BLUECOL

From now until the end of the winter every new AUSTIN car and commercial vehicle that leaves the factory for the home and overseas markets will have its cooling system protected against frost by

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THE DOUBLY SAFE ANTI-FREEZE

The anti-freeze for Austin is the anti-freeze for you.
Don't delay! Austin are filling up with Bluecol *now!*

one of SMITHS *accessories for better motoring*

Part of the fleet of Rootes Group cars supplied for officials of the Royal Tour are seen here before their departure to the Commonwealth. (See accompanying paragraph.)

Royal Tour Cars

NEARLY 60 cars have been supplied by the Rootes Group for the use of various Commonwealth and Colonial Governments in connection with the Royal Tour, the last batch having been shipped recently. The cars included seven Humber Super Snipe cabriolets designed to provide the occupants with the maximum opportunity to see and be seen, at the same time giving protection against extremes of heat and dust. Four of these cars went to Australia for use at different points, two others went to Ceylon and the other to Aden. A special Humber Pullman landaulet and 12 Super Snipes were also provided.

London Signposting

RECOMMENDATIONS made by a working party concerning the better signposting of London have been accepted by the Minister of Transport. The new signposting will be of two kinds, through routes and local. Through route signs will be distinguished by having yellow backgrounds, and they will help drivers to avoid central London as well as to find their way in or out. The through routes will be based on an inner ring road by way of Hyde Park Corner, Elephant and Castle, Tower Bridge and Marylebone Road, and an outer ring taking in the existing North and South Circular Roads.

Greater prominence will be given to place names in relation to route numbers, and more than one place name will often be given, such as Guildford and Portsmouth for A3, and Oxford and South Wales for A40. At a later date local signs will be erected, distinguished by blue backgrounds. These will bear the names of local districts with their mileages.

NEWS and VIEWS

Licence Renewals

ALL motor vehicle licences, which expire on December 31, may now be renewed, and to avoid delay owners are recommended to make early application. Form RF1A, which should be used for normal renewals, is available at money order post offices.

New National Park

EARLIER this month Sir Patrick Duff, chairman of the National Parks Commission, signed the Yorkshire Dales National Park Designation Order. This is the seventh National Park to be designated and the order will be submitted to the Minister of Housing and Local Government for confirmation. The area comprises about 680 square miles and lies wholly within the North and West Ridings of Yorkshire.

Lighting-up

A LIGHTING-UP timetable for 1954 including a town-to-town mileage chart has been issued by the R.A.C. This pocket-size folder, which the R.A.C. publishes annually, shows the beginning and end of lighting-up time in London for each day of the year with a correction table giving the variation for a number of large towns in other parts of the country. Motorists may obtain a copy, without charge, from any R.A.C. office.

Independents to Merge?

IN the U.S.A. there has been much speculation about the possible merger of a number of independent car manufacturers who are believed in some quarters to find it somewhat difficult to compete with such huge concerns as General Motors and Ford. The position was recently clarified by Mr. A. E. Barit, president of the Hudson company, who said that his answer to continuing rumours involving Hudson and other independent manufacturers was that discussions had been held to explore the possibilities of some form of consolidation or co-operation, but that they had not proceeded far enough for anyone to predict their eventual outcome.

"Hudson has participated in these discussions with others," said Mr. Barit, "because we are always ready to consider proposals that might benefit our dealers, employees and stockholders. But we are weighing all factors deliberately. Nothing in our economic picture calls for hasty decisions."

South African Imports

ACCORDING to figures issued recently in Cape Town, South Africa imported 13,349 cars during the first five months of 1953. Of this total, 53 per cent were British and 21 per cent American. Before the war, America held the major portion of the South African market, but import controls and high prices have combined to convert many South Africans into small, rather than large, car owners.

Ferry Charge Reduction

REDUCTIONS have been agreed in the charges made for ferrying cars to the Isle of Wight of British Railways' ships and privately owned ships belonging to other companies. Details of the reductions are not yet known, but it is understood that they will be of considerable value. Efforts are being made to bring the revised scale of charges into operation on January 1, 1954. The reductions have been obtained as the result of representations made by the standing joint committee of the R.A.C., the A.A. and the R.S.A.C.

Trunk Road Diversion

IN a constructional scheme made public by the North of Scotland Hydro-Electric Board their earlier Moriston scheme has been amended inasmuch as a diversion of the main trunk road (A87) between Tomdoun and Cluanie Inn will be substituted for the original road bridge across Loch Loyne.

The board originally proposed to carry the trunk road across the loch by a viaduct about three-quarters of a mile long. Now, however, it is proposed that the trunk road should be diverted along the southern shore of the loch to join the Invermoriston-Cluanie Inn road (A887) in Glen Moriston. The advantages are that the proposed road would be at a lower level than the present one, which rises to a height of 1,424ft and which is frequently blocked by snow. The new road would rise 800ft and would be less exposed.

The new road will add about six miles to the route between Tomdoun and Kyle of Lochalsh, but its construction will be much better. The board are building a new road between Cluanie dam and Cluanie Inn to take the place of a stretch of road which will be flooded by the raising of the water level of Loch Cluanie, and which will be part of the new trunk route.

NEWS and VIEWS . . . . . continued

Parking Meters

THE Minister of Transport is "still considering" the report of the working party on car parking in inner London, which includes in its proposals the introduction of car parking meters. Comment on the meters appears on page 935.

Technical Artists

THERE are openings on the staff of *The Autocar* for a junior technical illustrator and a technical tracer with a background of automobile training. The job of technical illustrator is a progressive one, as the successful applicant would gradually be trained to produce the more intricate illustrations which appear in this journal from time to time, and it carries with it prospects of permanency and pension fund facilities.

Applications, stating age, experience and salary required, should in the first instance be addressed to Mr. Max Millar, Editorial Artists' Department, Dorset House, Stamford Street, London, S.E.1.

B.R.F. Replies

COMMENTING on the announcement by the Minister of Transport of the Government road programme (recorded in *The Autocar* last week) Lord Sandhurst, chairman of the British Road Federation, said that the projects which the Minister considered likely to be tackled during the next three or four years were merely a few which were required for 1939 traffic. It was no good planning for yesterday, he said. After the years of neglect, trade and industry had a right to expect a bold and comprehensive programme to fit the country's needs.

Lord Sandhurst added that the nation's efforts to increase production and lower costs would continue to be thwarted until the country was provided with the modern roads it could not afford to be without.

Mr. R. J. Ashley.

Armstrong Siddeley Appointment

THE appointment of Mr. R. J. Ashley as general manager of the car division has been announced by the Armstrong Siddeley company. In 1934 he became an air display pilot with Sir Alan Cobham and has always kept up his interest in the air.

An impression of what the Victoria Embankment, London, will be like when road work is complete. After tram line removal, the Embankment will become a dual carriageway. This view looks towards the Temple from Waterloo Bridge.

BATTERY DEVELOPMENT

THAT starter batteries now being delivered are more efficient than ever before, was the opinion expressed by Mr. W. Lever, A.M.I.E.E., of the technical staff of Oldham and Sons, Ltd., at a meeting of the Association of Auto-Electrical Technicians (Manchester Region) at the Engineers' Club, Manchester, on Tuesday, December 1.

Those relatively new batteries that are failing now, said Mr. Lever, are the immediate post-war types that were made to meet a pressing demand in spite of shortages of essential materials. In no respect was the shortage more acute than in the kind of wood that had up to that time been used for separators. Separator collapse was, in his opinion, the greatest cause of starter battery failure and in batteries made up to two or three years ago, time was now showing that the best wood then available was not good enough.

All the battery makers had made intensive research into synthetic materials for separator construction and porous cellulose sheets or porous rubber sheet reinforced with plastic materials and glass fibre had provided a variety of almost indestructible separators and these, coupled with metallurgical improvements in the plates and in the general construction of the battery, enabled him to say that the quality had never been higher. Naturally the proof of longer life would not be forthcoming until three or four years had elapsed, because the new separators were only just coming into general use.

Two questions on battery charging were of interest to the ordinary car owner. The first was whether "rapid charging" was advisable and the other if prolonged home charging with a low rate charger could be detrimental to the battery? On the rapid or boost charge technique Mr. Lever said that if it was done only on rare occasions such as might arise in consequence of the lights or ignition being left on with the car in the garage and then forgotten, it would do no harm and that this applied even with an old battery. Rapid charging should not be applied as a regular thing, however.

On the question of overnight charging at about 1 amp or so with a "home charger" there was no possibility of harm to the battery because the input was not high enough to cause brisk gassing even if the battery became fully charged.

Frost damage to batteries was also discussed, it being pointed out, however, that a fully charged battery would not freeze at any temperature likely to be encountered in places where cars are normally used. In a discharged battery, however, the electrolyte contains much water and will freeze with damaging results to the battery structure. The answer is to ensure that the battery is fully charged in frosty weather. It also has to be remembered that with falling temperature the efficiency of the battery is reduced and the voltage available for starting drops. If the engine refuses to start easily, the battery may quickly become discharged and capable of freezing.

Dazzle Disaster

DAZZLE was regarded by the police as being primarily responsible for 1,272 accidents out of 171,757 in 1952.

Delahaye Prices

COMPLETE with Cotal electrically operated gear box and fitted with a four- to five-seater drop-head coupé body, the price of the current Delahaye 135M has been fixed at £2,395 including purchase tax. The list price without tax is £1,325.

THE VALUE of "X"

A NEW PRINCIPLE IN TYRE CONSTRUCTION: IMPRESSIONS AFTER 5,000 MILES

By . . . . . MICHAEL BROWN

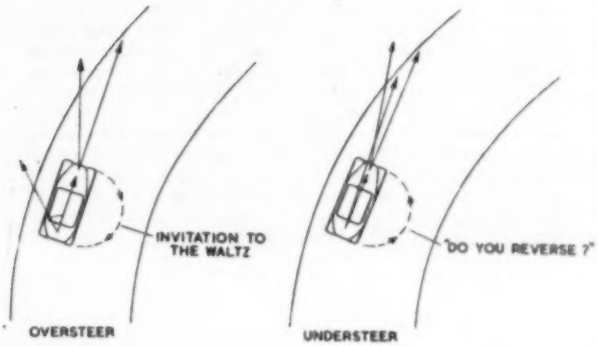
Construction of the X tyres: three steel-mesh plies to stabilize the tread, flexible walls with textile cords running the shortest distance between bead and bead to limit flexibility.

FOR some months, travellers' tales have been circulating amongst motorists with tyres as the subject, and if they were discounted by 50 per cent their import would still remain remarkable. In various parts of Europe motorists have been driving on Michelin X tyres, and I am one of them. After 5,000 miles of deliberate test motoring the time has come to assess the value of X. But first let me stress the ultimate criterion of a tyre for normal motoring—its life. "How many miles did you get out of your previous set?" asked a technician connected with this make of tyre. "Twenty thousand," I replied. "You'll get 40,000 out of these," he said, without hesitation. That remains to be seen, but it should be noted that this is confidence to the measure of the full 100 per cent, voiced in the knowledge that the facts of wear on my car would be facts, and indisputably so, and that no extraneous excuses would be likely to be admissible, for steering geometry was checked, and wheels were balanced, at the time of fitting. The tyres are made in the Stoke-on-Trent factory and cost £8 each (6.00-16in).

The new principles embodied in this latest Michelin product are the outcome of many years of research; the company began to think along new lines in 1934 and its Pilot and Broadbase designs of 1936 were tentative steps along the road. The constructional methods used in these were in line with convention, however, and it was after this juncture that new methods of construction were decided upon. Customary methods of increasing tread miles, says the company, "have been used almost to the point of exhaustion of their possibilities."

The cause of tyre wear is simple or complex, depending on the viewpoint. It is complex if analysis is desired; it is absurdly simple if thought of solely as the movement of the rubber *relative to the road surface*. "The rubber squirms," say Michelin, and there is no better verb to describe what is happening in the contact area between tyre and road. Any given area on a tread "squirms" twelve times a second when a car is travelling at 60 m.p.h., and twenty times a second at 100 m.p.h. In effect, the new idea was to cut down the squirming.

Fig. 1: Oversteer and understeer. The angles shown are the slip angles.



This was done by stabilizing the tread with wire mesh and giving the walls great flexibility. Three steel plies reduce the flexibility of the tread to a desired degree, but the considerable flexibility of the walls is kept within short lateral limits by the fact that the textile cords of the tyre run straight from bead to bead instead of at an angle. Thus the tyre permits plenty of circumferential flexibility (felt when going over a stone) and sharply limited lateral flexibility (felt on corners). And all the time the maximum area of contact is maintained owing to the stability of the steel-backed tread.

What is the effect under test? To appreciate this fully one must grasp the fundamentals of slip angle, but the trouble with most efforts to explain this is that they overdo it in their anxiety to make everything clear, and succeed merely in confusing. Let us stick to the essentials.

Unwilling Disciple

The limpet-like nature of rubber makes a tyre reluctant to follow the direction in which the wheels themselves are pointed; in fact, so long as there is a force pressing on one side of the car they refuse to do so, and the difference in degrees between the line of direction of the wheels and the actual direction of the car is the slip angle (or drift angle). Yes, it is as easy as that provided you do not want to know *how* the rubber behaves in refusing to follow on. If you like to draw a tentative breath we will, greatly daring, plunge on into oversteer or understeer, for you are on the brink of that murky mental pool once slip angle is understood.

Suppose you come up to a right-hand bend in the road. You turn the front wheels so that they point round the bend, but owing to the slip angle the actual line of direction of the front of the car is such that it would leave the outside of the bend at a certain spot on the way round (Fig. 1). Now here is the crucial point: if the slip angle of the back tyres is bigger than that of the front, then the back of the car will want to leave the bend earlier than the front—so the car oversteers. If the slip angle at the back is less than that at the front, then the back of the car won't want to leave the bend as soon as the front—the car understeers.

The effect felt behind the steering wheel of the oversteer-

THE VALUE OF "X" . . . . . continued

Building up to highest speed on a tight bend : Top, 20 m.p.h., centre, 25 m.p.h., and bottom 30 m.p.h. Note the black streaks left by the tyre but the almost complete absence of deformation.

ing car is of the back trying to catch up with the front on the outside of the bend. The driver has to ease back the steering wheel to stop the tendency; hence the term "oversteer." With the understeering car the back is always trying to tuck in behind the front so that the driver has to put on a bit more steering lock to get round the bend.

The scientists prefer to use parallel terms for these tendencies. They say the oversteering car is "directionally unstable," and that the understeering car is "directionally stable." I think the motorist's own terms are just as graphic.

Reduced Slip

On the Michelin X tyre the slip angle is greatly reduced, but the stabilized tread keeps the contact area large. The considerable flexibility is sharply limited laterally. These changes in emphasis are immediately apparent in the steering, and one speedily becomes aware that fast motoring on X tyres requires a modification of customary methods. The 1½-litre Riley, for instance, with tyre pressures adjusted according to load, can be given a small but nice degree of understeer. On my car the pressures for this desirable state of affairs with normal tyres were 24 front and 26 rear; the recommended X pressures are 20 and 24. Right, I reasoned, this will mean a slight widening of the slip angle ratio between front and rear and the car will, therefore, tend to understeer more. But I found that going into fast corners with that fixed in my mind led to something very like oversteer, because I had to ease the wheel off. The simple fallacy here was obvious after a moment's thought. With a reduced slip angle the steering does not need to be pointed so far round the bend to make the car follow a desired course, so that any increase in understeer (necessitating an increase in lock to counterbalance it) was, in the event, counterbalanced by the fact that the wheels more nearly follow the direction of the steering.

The small slip angles, of themselves, have no effect on under- or oversteer, the crucial factor being the ratio between the angles front and rear. Michelin do not recommend that X tyres should be mixed with ordinary tyres.

The second sensation to which it was necessary to become accustomed on fast corners was the take-up of the wall lateral flexibility and its sharp limitation; the effect was analogous to fast cornering with transverse half-elliptic springing, in which there is a lateral shift of the spring shackles. While noticeable at first, I have forgotten about it now, as, indeed, the steering point is forgotten. Both have been relegated to the subconscious.

Road Reactions

The next two noteworthy effects are pure phenomena. There is considerably more noise and feel response to potholes, cat's-eyes and suchlike. The car traverses them with a heavy thump at low speeds, readily appreciated if one remembers that such objects attempt to deform the stiff tread, which is deliberately made to resist deformation. The same resistance to excessive deformation *eliminates* squeal. I have tried to cause squeal at corners where it was easily produced previously; the most you can get out of the X tyres is a low-pitched groan under very severe stress. On certain surfaces, such as large granite chips newly laid, there is some rumble, but normally the tyres are silent.

People ask me if there is much effect on the ride. Detrimentally, I would say no, but (as a sufferer from severe travel-sickness when young) I detest too soft a suspension. The Riley's was plenty soft enough for me originally and the slightly harsher feel therefore suits me. A very curious effect was brought out during the petrol strike, when I adjusted the X pressures to 27 front and 30 rear for the sake of economy. The sensation was exactly that of *softening* the suspension, and I reckoned that the tyre was doing very little to accommodate road bumps but was making the suspension do a lot more than it normally did. Moreover, the other night I drove the car home unaware that the service station had mistakenly adjusted the front pressures to 24 lb

per sq in, instead of the correct 20. As I had a passenger who was interested, I was disappointed to find that the front was plunging rather unusually. The pressure gauge the next morning showed me why.

Summer gave place to autumn, and the dry roads of my early trials became coated with the damp mud surface of the season; the leaves floated down to stick to it. "Now," I thought, "it will be possible to test how easily the car slides under cornering stress." I had experienced no skids in three thousand miles of summer roads, which was not surprising. Cornering technique to produce them on dry roads would be very open to criticism.

It must in fairness be stated, however, that I have not yet succeeded in making the car slide laterally. There must, of course, be a point at which something drastic happens, but I am not prepared to break my neck to discover it. As the fact was borne in on me I began to take more notice. In theory, it had seemed that the large contact area might have resulted in the tyre failing to break through the film of water on a wet surface, thus causing a skid; in practice the difference between wet and dry conditions seems to have disappeared.

Out in the Open

At this stage I resolved to use a deserted airfield and adjourned thereto with a camera and a photographer who was prepared to stand close. Here the technique was to take an acute corner just as fast as one could, while the camera recorded what was happening at the tyres. The three speeds shown are 20, 25 and 30 m.p.h.; the surface was visibly damp tarmac. At 25 and 30 m.p.h. the tyres are leaving black streaks of rubber behind and all three examples are on the same line through the corner. The car still refused to slide laterally. It ground its way round, creaking, to use a nautical phrase, in every timber. The release of the kinetic energy as one came out of the bend and eased the steering resulted in an extremely violent lurch, at which point the car seemed nearest to being out of control. The tread, it will be noticed, remained flat on the ground throughout and the distortion of the tyres is slight; almost imperceptible, in fact. The third photograph is, of course, the one that matters most, and the angle of the bumper is indicative of the stress under which the car is labouring.

The separate photograph, entirely unretouched, shows a wider bend being taken as fast as possible—50-55 m.p.h. The black line of rubber left by the front tyre is clearly visible, but once again the car refused to slide, and once again the crucial point seemed to be when the easing of the steering wheel released the kinetic energy imparted to the car by centrifugal force. I stress this because on a road corner the release is governed by the contour of the bend, so that the driver who takes full advantage of the leech-like grip of a tyre on the bend must remember that he is storing up energy, the release of which is not altogether in his hands. It seemed to me that the ultimate in this kind of experiment would be what happened to Ralph Sleigh on the Hunze Rug at Zandvoort in the 1953 Tulip Rally, in which he cornered the tremendously stable SM1500 progressively harder until the outside front wheel broke away at the studs.

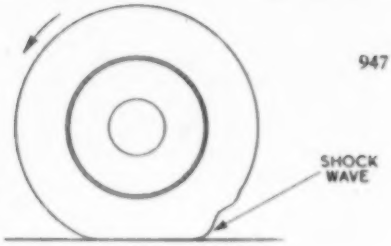


Fig. 2: Shock wave of a tyre at high speed.

The caustic answer to these little experiments has been made by my colleagues: "You weren't going fast enough!" Let me in reply quote Emilio Christillin, one of the drivers in the Mille Miglia, in which most drivers can be said to be "going fast enough." It is quoted from a Michelin leaflet published in Italy.

> "On bends I noticed that the Michelin X tyres on the back wheels of the car in front of me, even when subject to heavy centrifugal force due to cornering at maximum speed, maintained almost their normal profile with the whole of the tread width flat on the road surface; other types of tyres under similar conditions became noticeably distorted . . ."

This extraordinary stability evinces itself in one other way. There is practically no shock wave with the X tyre (see Fig. 2). The shock wave is a bugbear as the speed goes up and is one of the major factors in tyre disintegration at high speeds. Its absence is one of the reasons why X tyres are suitable for road speeds of up to 130 m.p.h. The proof of that suitability is a long list of sporting successes with Lancias and Ferraris prominent.

In pronouncing on any matter such as this, one bears carefully in mind the psychological temptations; it is so easy to *feel* that there is something special about the car when the experiment is being made. There was nothing psychological in the airfield experience, nor in the emulsion on the camera plate which recorded the visual details. If, in addition to their cornering performance, these tyres live up to promise as regards wear it seems to me that this is something in the nature of a revolution in tyre technology.

Through a more gentle bend at 50-55 m.p.h.—about as fast as was possible on the line chosen. Here there is a very pronounced black streak but the tyres still refuse to distort to any appreciable degree. The car did not slide laterally.

ACCESSORIES

Identity

SMALL initials, for the door panel of the car, have been introduced by Initials, 28-30, Sussex Place, London, W.2. They are brass, either chromium plated or gilt, and the letters are given a black background. Any number of letters can be mounted on the base plates, which are attached to the car door by Bostik rubber cement. The price is 1s per letter and 1s per plate.

An actual-size reproduction of a set of Initials' new product.

Towing Brackets

THE new range of caravan and trailer towing brackets by C. P. Witter incorporates a ball hitch which, when not in use, is covered by a neat, plated cap. It is set in rubber to absorb shock. Brackets and irons for transferring the towing and overrun force evenly to the structure of the car have been evolved for over fifty different cars, and these brackets are out of sight. Several have been designed for integral construction cars, such as the Morris Minor.

The manufacturers are C. P. Witter, 134, Foregate Street, Chester.

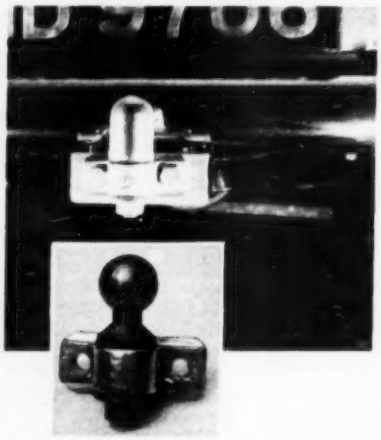
Screen Cleaner

AT this time of the year when muddy roads are likely to be frequently encountered, a useful accessory is the Clean-a-Screen windscreen cleaner, manufactured by the Alexander Engineering Co., Ltd., Thame Road, Haddenham, Buckinghamshire. It consists of a strong metal frame to which is attached a soft, sponge-rubber pad which, when dipped into water and rubber over the screen, removes the mud and other foreign matter. The cleaner is then turned over so that the hard rubber squeegee on the reverse side can be passed across the glass to remove all traces of dirt and moisture. The cleaner has a polished wooden handle which ensures that the user keeps his hands clean and dry. The price is 7s 6d plus 1s postage and packing. This type of cleaner is much used in America and also on the Continent, where many tourists will no doubt have noticed it in use at service stations.

Passed with Thanks

A PANEL for the back of a car, lighting at the touch of a spring button on the facia, and showing the word THANKS in black on a brightly lit red ground, is a new accessory. The makers are Bison Accessories, West Grinstead, Sussex. It is neatly and strongly made, electrically and mechanically. The body is covered with black rubber, and there is a chromium-plated brass rim; the rim and panel are easily removed for bulb changes. Two bulbs, the press-button, mountings and cable are included in the price of £2 17s 6d. Overall dimensions are 9½in wide by 2½in deep, and 2¼in front to rear.

In an epoch where everything on the road and beside it flashes, winks, blinks or waves at the motorist, one more light can hardly add to distraction. But the thought occurs that he thanks the best who drives the best, and that in any case the momentary raising of a hand in acknowledgement is no more trouble than operating a button control. A second thought, perhaps cynical, is that fortune awaits the firm which will produce a panel saying DON'T YOU DARE PASS ME: and a larger fortune still for BLOW YOU, JACK!



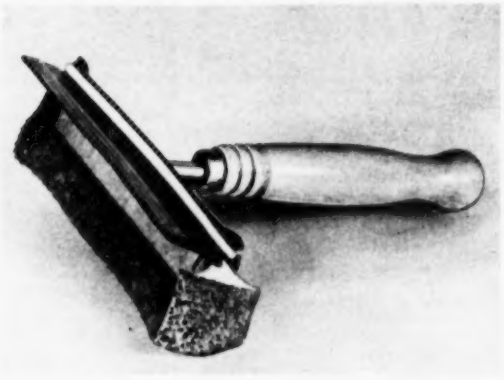
One of the new Witter towing hitches; this is the one developed for the Austin A.40.

Black letters appear on an illuminated red background when the Bison "Thanks" signal is in use.

Another Snow Tyre

A CHEVRON pattern of deep blocks has been adopted for the new Studded Sure Grip tyre of the Goodyear Tyre and Rubber Co., Ltd., Wolverhampton. At present it is made only in the 6.00-16in size. It is designed to provide a strong traction grip in snow, mud and other soft surfaces, and as much grip as possible on icy roads. There are large clearances in the pattern, and it may be supposed that when transmitting considerable torque in mud or snow there will be a certain movement of the studs, so that the tread should be resistant to clogging. The carcase is said to be a resilient one. In the centre of the tread the studs are closer and form something like a continuous running rib for hard roads.

Right: A Goodyear snow tyre. The studs are deep and there are wide clearances between outside studs. The central row is closer, and forms something like a continuous running surface. It costs £7 1s 6d.



Two cleaning edges, one a stiff rubber blade, the other sponge rubber, are provided in the Clean-a-Screen.

Scarf Grand Prix

LATEST product of the Jacqmar company (16, Grosvenor Street, London, W.1) is a 36in silk square with the title "Grand Prix." This shows a section of track on a background which may be red, yellow, brown, pale blue or royal blue, on which are very faithfully reproduced many famous examples of racing cars. Such a square should prove acceptable to Genevieve-type wives or fiancées! These squares cost £4 9s 6d and are obtainable at stores.

SPOTLIGHT on SWEDEN

Looking almost Christmas card-like in its covering of snow, the modern Ford assembly plant at Stockholm ; it produces British Ford models as well as the French Vedette.

A GLANCE AT THE SCANDINAVIAN TASTE IN CARS

THE total number of vehicles registered in Sweden is 410,362, of which 313,058 are passenger cars. This high figure is owed in no small measure to the considerable distances between Swedish towns and to the lack of long-distance buses. But roads in Sweden are, apart from the main highways, fairly rough and have loose surfaces. It is essential, therefore, that all vehicles earmarked for this rich market be very strong and capable of coping for long periods with bad roads, grit, snow and very low temperatures. Sweden is a problem country for car exporters, not just a lucrative dumping ground.

From Britain

A black Ford Anglia was the first post-war foreign car to be unloaded at Stockholm in 1945. Since then Sweden has become one of the leading export markets. And not without reason. The Swede is a discerning buyer of most things, particularly items in the engineering line. While he may criticize British cars for their traditional conservatism and certain minor faults, he knows that, normally speaking, he can rely on their reliability. Let it be hoped that he will always be given cause to think this way.

The first few years after the war were fairly palmy ones for British cars in Sweden. True, there was plenty of competition from the U.S., Europe and the home market, but German competition had not yet commenced. The name Volkswagen was then still only to be found in lyrical catalogues. Not until the end of 1948 when all importers, particularly the Germans, intensified the sales campaigns, did British cars begin to lose their place in the sun. As luck would have it, they were saved by severe import restrictions which, soon after this, made it impossible for Swedes without dollars to buy an American car. Quotas were based on previous import figures and British cars came very well out of a difficult situation. Swedish motoring taste changed overnight from big cars to little ones. The result was a battle among European cars of small and medium horsepower, with the Volkswagen slowly but surely emerging the victor. In 1948 there were only 55 Volkswagens sold in Sweden. By 1950 the number had risen to the amazing figure of 10,216. By December, 1952, no fewer than 25,300 examples of this remarkable little car were in use on Swedish roads. All this in a restricted market!

Now, however, the market has become more stabilized, with around 65,000 vehicles reaching the roads each year. There were 14,541 new British cars registered in Sweden in 1952 (28.1 per cent of the total), compared with Germany's 15,000 (29 per cent of the total). This last figure includes a few cars from the Eastern Zone. Owing to Sweden's dollar shortage the import of American cars fell to only 4,021, or 7.8 per cent of

The East German produced three-cylinder in-line two-stroke I.F.A. is a popular small car in Sweden and sells for about £550.

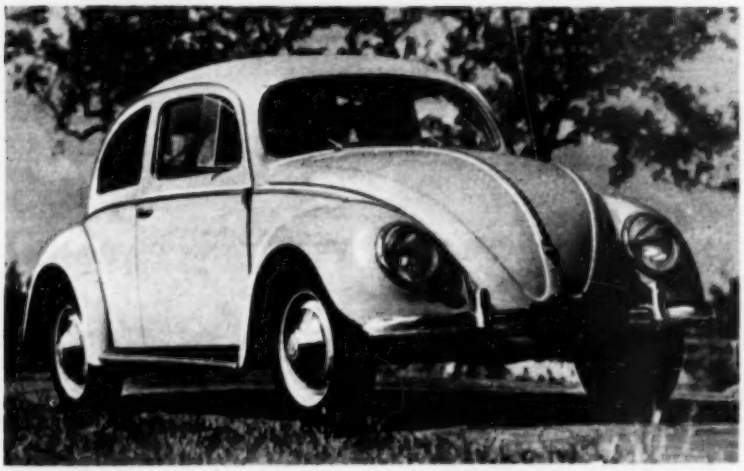
Swedish produced, the Volvo PV-444 two-door saloon remains unchanged for 1954.

import quota, and I was told that most Vauxhall dealers have waiting lists. At the time of writing G.M. policy is to import only Veloxes, for in present circumstances it is hardly worth while offering the Wyvern as well. Swedes like their larger cars to have plenty of engine.

Second best selling British car in Sweden is Morris, with 2,895 units sold last year. This is not to be wondered at following the huge success of the Morris Minor which, as a result of its smart appearance and excellent handling properties, has endeared itself to family and enthusiast owner alike.

A very close third behind Morris comes Austin which, during 1952, sold 2,823 cars in Sweden, or 4.4 per cent of the total number of registrations. The A.40 is another popular car among Swedish motorists. Most popular among the Standard products are Vanguards (1,312); Standards and Triumphs are assembled in Sweden at the newly constructed A.N.A. plant at Nyköping, which also

SPOTLIGHT on SWEDEN . . . . . continued



Largest selling small car in Sweden ; over 25,000 Volkswagens have been sold to this single export market in the period 1949-52. This is the 1953 model.

handles Ferguson tractors, A.E.C. commercial vehicles and some German lightweights. The Rootes Group completes the sextet of most-sold British cars with a 1952 total of 997, of which 935 were Hillman Minxes and 141 Humbers. Among the distinguished also-rans were Jowett Javelin—another car which has proved itself in Swedish competition—with 304, Rover with 288 and Jaguar with just under 100 cars registered in 1952. The 1953 figures will soon be available and it will be interesting to see what has happened in this important market in the past months.

Source	Units	Percentage
German	15,000	29
British	14,541	28.1
Local	9,107	17.6
French	5,086	9.8
American	4,021	7.8
Italian	2,598	5
Czech	749	1.4
Russian	643	1.3
Total	51,745	100

(1951 total: 62,489)

PATRIC J. BAKER.

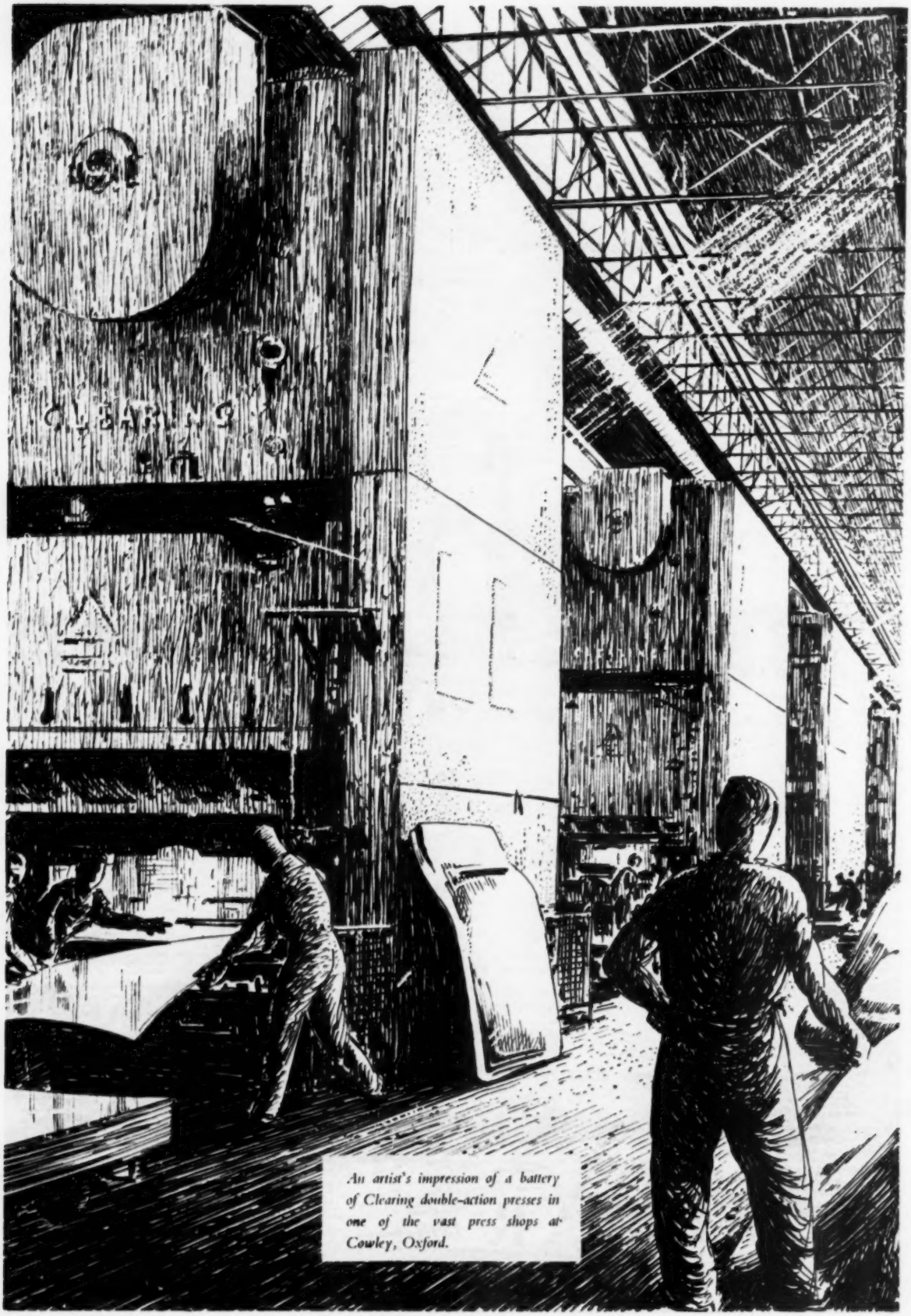
total registrations. The figures this year may well show that Britain is ahead again. Swedish manufacturers came third with a combined total of 9,107 cars.

For a number of years Ford has been the largest selling British car in Sweden —5,338 passenger car units in 1952—and looks like remaining that way. No fewer than five Ford relations, the Anglia, Prefect, Consul, Zephyr and the French Vedette, have been built there.

From Fords I called on General Motors Nordiska, Swedish affiliate of the General Motors empire, which imports and assembles Vauxhall, Bedford, Opel, Chevrolet, Buick, Oldsmobile, Pontiac, Cadillac and G.M. trucks. Before the last war General Motors was responsible for a very substantial proportion of the cars on Swedish highways, but today, owing to dollar shortages and import restrictions, only 12 per cent of the yearly total bear the G.M. label. The Vauxhall Velox is proving very popular in Sweden by reason of its excellent performance and low fuel consumption. As with every other make, sales are governed by the

The modern, well laid out Ford assembly plant at Stockholm, shown in this aerial view, lies among Sweden's typical firs.

JAGUAR *Grace . . . Space . . . Pace*



An artist's impression of a battery of Clearing double-action presses in one of the vast press shops at Cowley, Oxford.

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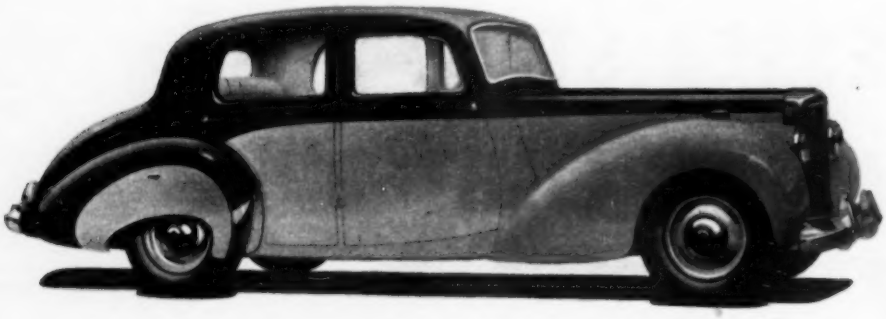

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The Rhythm of the Roads

". . . . the Llandoger Trow is supposed to be Stevenson's Spy Glass Inn of *Treasure Island*."

THOUGHTS ON A JOURNEY TO BRISTOL FOR DINNER AND BACK

"I AM terribly sorry," I said, "but I shall be in Bristol." This was in reply to an unwanted dinner invitation and came out on the spur of the moment: I replaced the 'phone and turned to some dull books. . . . Why shouldn't I go to Bristol? I hadn't been there for years. The leaves were falling, the countryside was lovely and the petrol strike in London presented fuel complications. So I started West.

It is always a pleasure to drive on the London-Bristol road. The stretch between Reading and Chippenham, through Marlborough, has a perfect surface. It is a wide road and the car can proceed with a swing without even a touch on the brakes. Traffic seems to move at a steady speed. It is variation in the speed of vehicles which makes for awkward conditions. The lorries were bowling steadily ahead. A car could cut its speed from 60 or so on the throttle alone and accelerate to pass when the road was clear. It was a gait pleasurable alike to driver and car.

Results by Numbers

I tried to apply the methods used by the Metropolitan Police Driving School at Hendon, as explained to a recent visit of members of the Alvis Register. It seemed to me to be a sort of tuition by numbers, something like this: (1) select a proper course for the hazard having consulted the mirror before any change of direction, (2) consult mirror and perhaps signal before braking, (3) select correct gear, (4) consult mirror again and signal change of direction, (5) consider hooting at approach to hazard, (6) select point of acceleration on hazard itself, (7) select point for further acceleration on leaving hazard. By their tuition school the Metropolitan Police have cut the accident ratio from 1 in 8,000 miles to 1 in 70,000 miles.

It was an interesting bit of discipline getting down to first principles. Recently in teaching a learner to drive I had impressed on him the need when dazzled of concentrating on the kerb as shown up in his own head lights. In doing this I found that I had myself been disregarding this rule.

One wonders what our roads would be like if the Romans had never troubled to colonize us and construct their gorgeous system of radial communications. Travel from London to Rome must have been quicker in their day than at any time until about the start of the 19th century. On any Roman road in the country—occasional stretches of A4 are Roman—one can glimpse something of the determination of that great, if, as one suspects, rather humourless race. It is intriguing to imagine an odd section or so of Roman soldiers marching along with a centurion saying "Unas Duo Tres. Now then, Sestertius, step lively there." Perhaps I should not make it quite so obvious that it is such a long time since I last saw my Latin (dog Latin) cribs. But I was certainly grateful to the Romans for the part of their road to Bath. The rhythm of overtaking, the rhythm of the steady swinging gait, was owed very largely to those brilliant engineers of bygone times, I felt.

20 — 40

Before the war in timing a journey I always used to reckon 20 miles in the first hour out of London and 40 thereafter. This formula seemed to be fairly accurate whether for 60-, 120-, or 300-mile runs, but it has normally been much adrift of late and on the Great North Road I find it means pressing to get 40 into the hour with regularity. Undoubtedly this is because of the increased number of vehicles on the road and most undoubtedly again it is because of the failure of the Government to devote enough money to road constructional work. Shades of the old Road Fund and the howls of fury that arose when Winston Spencer Churchill as Chancellor of the Exchequer first filched a few odd millions from it to balance his Budget. It is today forgotten that the politicians who created the tax on motor vehicles pledged themselves to spend the proceeds on the roads; hence the name "Road Fund Licence." One would think they would have the decency to change its name to something like "Road Fund (Remnant)" on our licences now. It is an example of the fact that if the defalcation is on a large enough scale then no one seems to mind, whereas such a misappropriation on a balance sheet would result in a few months of rest in Wormwood Scrubs.

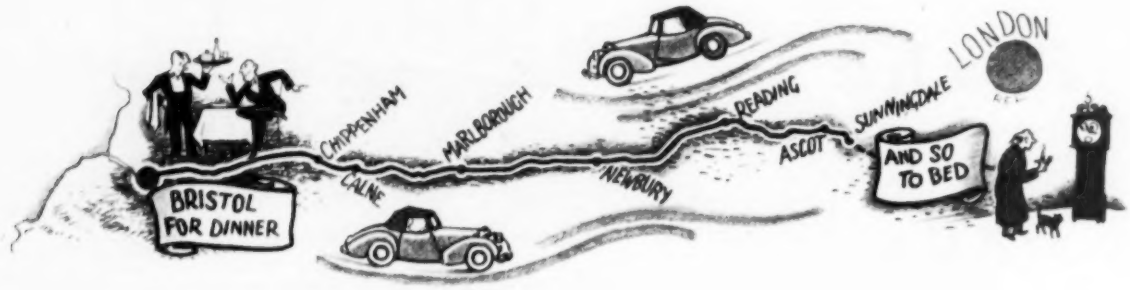
Back to that 40 m.p.h. average. It is an easy figure on

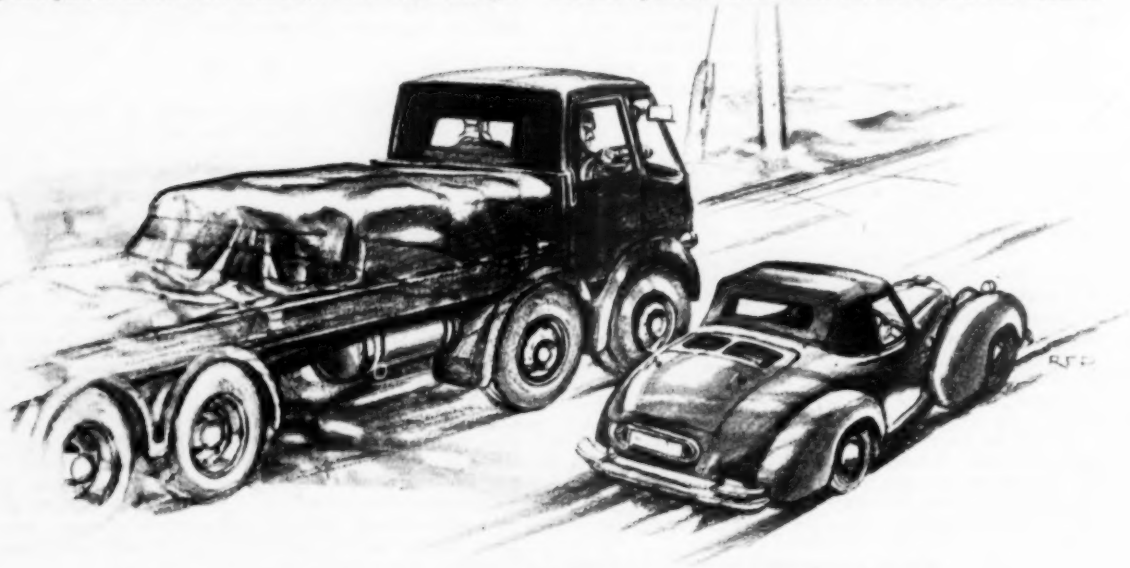
the road to Bristol. The engine runs smoothly as the oil really circulates. I was using a Triumph Roadster with some 30,000 miles to its credit. It is just the car for this sort of road work. The maximum is, of course, not high, but the power-weight ratio gives a feeling of flexibility and tirelessness that is enjoyable. Why ever this body was dropped by the manufacturers I cannot imagine. The hood can actually be lowered or erected without leaving the driving seat. My only complaint is that the windscreen mists over very easily, as actual space inside the hood is not large, and when garaging the car one must leave windows and luggage locker open, to dry off the hood, otherwise mildew is apt to appear. The screen complaint is easily cured by some form of windscreen warming accessory. The car is no use to families; but for young couples or more elderly ones who do not have to take children about it is an excellent all-purpose body. Myself I have removed the two seats from the locker and luggage space is as commodious as advertisements usually represent.

It was amusing to pull in behind a convoy of new cars being run-in. They were carrying delivery plates and there were about twenty or so of them—small Fords. They were being run-in properly. This is quite an expert job. I once ruined a small Fiat by doing it too slowly. There could be no criticism of this convoy, however, or of the manners of the drivers. They were moving at 40-45 m.p.h., then slowed down to get turbulence in the oil. Anyhow it was light running. I am a great believer in care over the first 5,000 miles or so. Maybe that is why the Triumph still wants only one pint of oil between drainings. Care is not enough. It is knowledge and sensibility that are required. These men had them.

Of the driving standards of the lorry users on this road I have again nothing but praise. I sympathize with lorry drivers—ever since the day my American Jeep went unserviceable in Calcutta during the war and I borrowed a 15 cwt from the army. In the middle of Calcutta I misjudged the width and snapped the shafts off a parked rickshaw. Contrary to all the rules, and I should not even have been driving, I settled there and then for 10 rupees—about 15s. I knew very well that the rickshaws were all owned by one or two wealthy citizens. The boys, generally, simply hired them for the day. Anyone who tried to start in business for himself was rather likely to have an accident. Gang warfare is not confined to James Cagney. What I bought on that occasion was sympathy for the handlers of the huge articulated vehicles and an admiration of their skill.

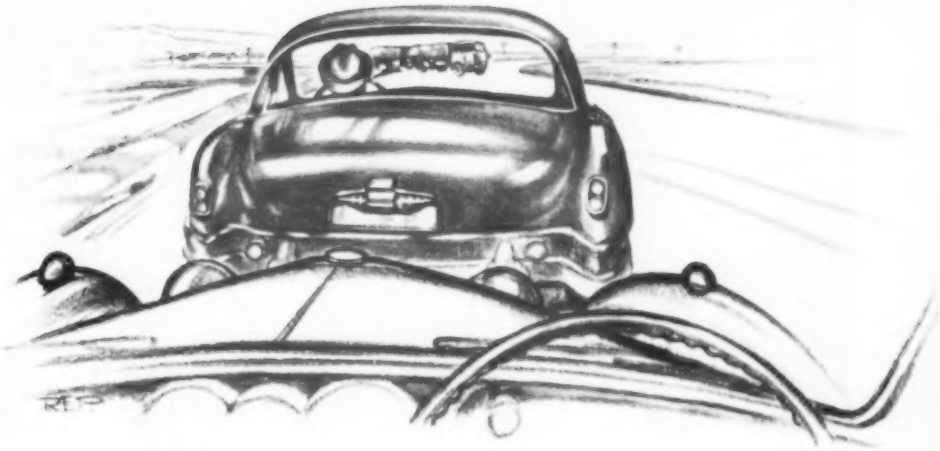
What always struck me as good about the use of some of our Allies' military vehicles during the war was the absence of paper work. For British cars one had to comply in my area with a complicated route slip. Borrow an American Jeep and you were likely to be stopped at any time by the military police. They would check something like the tyre pressure, the oil level or water in the batteries, never asking where you were going. If the check was correct on you went; but if the vehicle did not comply there was an enquiry into the servicing. The user was responsible for the mechanical condition. Any fault there and then began Trouble (period). Result, the service record was checked





"Of the driving standards of the lorry users on this road I have again nothing but praise."

The RHYTHM of the ROADS continued



". . . . over and over again one can get an idea of conditions ahead through back windows from the seat of the following car."

by most people to use the car. The cars were properly maintained and there were no waste of chits and paper, adjutants' signatures and phoney route designations which were never kept to anyhow.

While in praise of the American way of life may I thank U.S. designers for the wide rear window idea which emanated from their workshops and is now so generally adopted? It makes overtaking a much simpler task, as over and over again one can get an idea of conditions ahead through back windows from the seat of the following car. How such windows react to dazzle and reflection I just do not know. The old Alvis saloon I often use has that wonderful and simple fitting of a blind controlled by a pull cord from the driving seat.

Thumbs Down

I stopped at one point on the way to Bristol to give a lift to an R.A.F. man. Did you know they are not allowed to thumb as in the old days? Some do, of course. Nobody minds, also of course. But the Service rule is that they must only accept lifts and not ask for them. He told me of one new A.C.2 on the station who had absentmindedly thumbed the station commander's car. Then he was so horrified he forgot to salute. One can imagine more tactful A.C.2s. It had made quite an impression.

So there I was early in the afternoon, all too soon in Bristol. It is a city that always intrigues me with its long history so closely identifiable with that of our island. Is it not the most famous port of all time? Did you know there are 225 churches in Bristol? There are also 997 licensed premises, let me hasten to add. Dublin was at one time given to its inhabitants by Henry II. Henry VII pulled a fast one on a Bristol visit when the locals did their best to entertain him well. He found their womenfolk "so sumptuously apparelled" that he made every man worth £20 pay him £1 of it. No wonder Stafford Cripps' earlier political career was associated with Bristol! The locals were a bit more careful of their display when Queen Elizabeth I came down to see them. As for Bristol and the Americans, there are no fewer than 20 towns of this name in the States.

City and Port

Bristol retains the maturity of its long history. There are unexpected little courtyards perfectly framed in the lamplight. Of course, the Llandoger Trow is supposed to be Stevenson's Spy Glass Inn of *Treasure Island*. In what other city do the spars of ships dominate the very central square?

It was a nice evening, dinner had been good, the petrol tank was full. I even had a Jerrican of spare petrol. Why should I not head back for London that night? Why not, indeed? So back I came after a struggle to leave that centre square with its complicated system of one-way streets always pointing in the opposite direction to the one required. Eventually I decided to go through Bath, as the signposting was easier. Later I was grateful, for Bath looks lovely by night when the dilapidation of much of its exterior is concealed and the shapes of the buildings can be appreciated in silhouette against the sky.

I was surprised by the number of cyclists on the road at night and delighted, too, with the way lorry drivers handled their lights. Sometimes I had a vague prickly feeling about the back of the neck when I thought of Roman soldiers on the march. Most certainly I had a prickly feeling when I turned off for the south of London at Reading, and later at Ascot for Sunningdale, to see in the middle of a country crossroad what turned out to be a man in full evening dress. Time 2 a.m. Petrol strike, I thought, when I recognized what the figure was. Courteously I asked if I could help. "No, thank you, sir," he said "and goodnight." It was quite cold and it was starting to drizzle. I asked no more questions. E. E.

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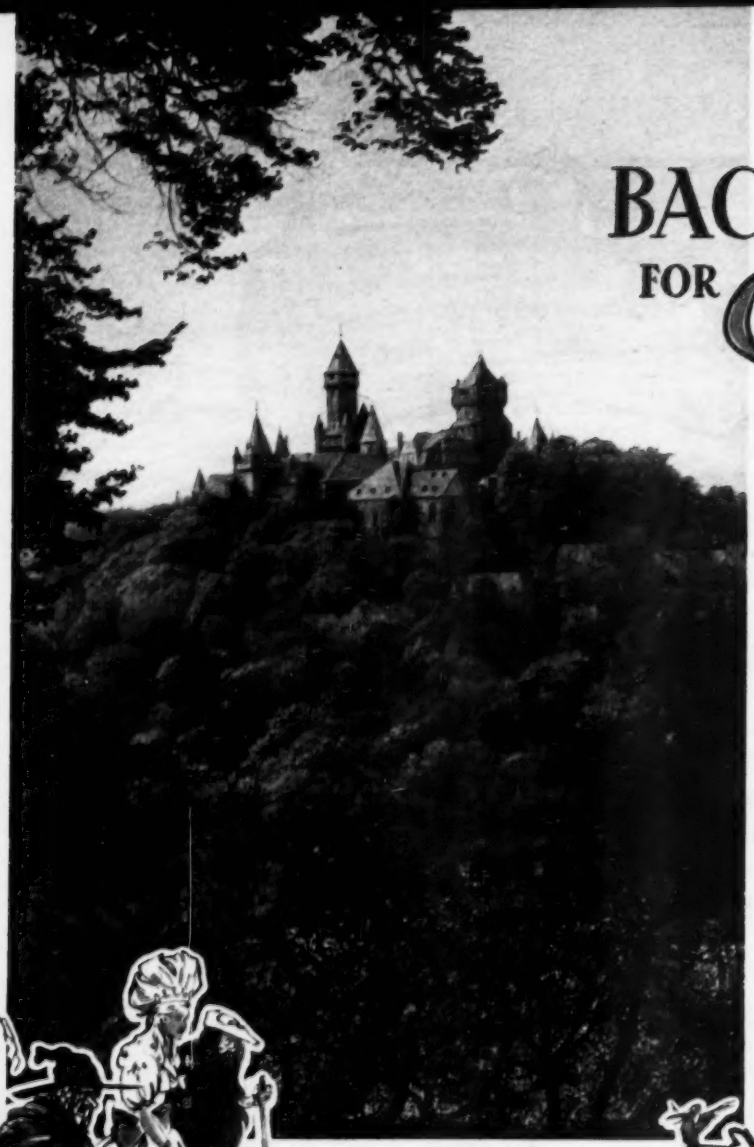
BACKGROUND FOR GRIMM

ONCE A FAIRY TALE LAND, HESSE, IN GERMANY, STILL HAS MANY ATTRACTIONS

By

K. B. HOPFINGER



Near the town of Wetzlar with its cathedral dating from the 12th century is the angular and resolute Castle Braunfels, built in early medieval times.

IF history alone does not bring fame to a district, then playwrights, authors and composers are often responsible for the fame of certain villages, towns and provinces. Why does Hesse attract me? You may not be familiar with the writings of Gœthe, who lived at Frankfurt, nor particularly care for Wagner's *Nibelungen,* who hunted in the extensive forest known as the Odenwald, but no doubt at one time or another in your youth one of the many fairy tales by the Grimm brothers captured your imagination with enchanted forests, imposing castles and colourful characters. Well, those two story-telling Grimm brothers lived at Hanau, near Frankfurt, and in search of folklore travelled the northern province of the state of Hesse, writing the fairy stories that have been printed for generations in almost every language.

Much of the background for Grimm's tales resulted from the scenic beauty of Hesse, still unspoiled in most parts and a truly impressive setting for those stories, for Gœthe's literary works and for the overwhelming music of Wagner.

Hesse, once upon a time an independent state, and before World War I a principality, became later the western central province of Germany, and since the last war has regained some of its autonomy under the Federal Republic of Germany. Even the police have different uniforms from those worn in the rest of Germany, and in the minds of those who live in Hesse there still exists the undisputed difference between south and north Hesse, the two provinces of the old principality.

The hub of southern Hesse, the industrial part of the state, is Frankfurt-on-Main, which is the commercial centre of post-war Western Germany. This historic and once imperial town, noted for its merchant venturers, famous buildings and as the birthplace of Gœthe, suffered badly during the war. The nearby new Rhine-Main airport, one of the biggest on the Continent, now gives the town a cosmopolitan character, and, although the house in which Gœthe was born has been completely rebuilt to the original plans within the past few months, the old atmosphere of Frankfurt no longer exists.

But unspoiled by the ravages of war remain the spas that

surround Frankfurt: Wiesbaden with its imposing flower-lined streets, Bad Soden with its powerful healing springs, Bad Homburg which gave the name to the still fashionable hat, and Bad Nauheim which remains the Mecca for those who seek relief from heart diseases. Around the busy roulette tables at the casinos of Wiesbaden or Bad Homburg, English is seldom heard. The Hessian State theatre at Wiesbaden never fails to present Shakespeare's plays (in German) to packed audiences during the annual theatre festival held in May.

Where the River Main joins the Rhine, and within a few miles of Frankfurt, lies Russelsheim, which, once a sleepy village, is now industrialized by Opel, Germany's second largest automobile plant. But just across the Main are the sunny vineyards of Hochheim, whence hock, the English name for Rhine wine, originates. The 15 miles of vineyards sloping up to 900ft above sea level from Assmannshausen on the Rhine to Hochheim are known as the Rheingau, one of Germany's major wine districts and the home of such famous wines as Johannisberg, Rudesheim, Hattenheim, Steinberger and Markobrunner. Eltville, known for sparkling wines and an historic castle, is still an unspoiled dreamy little town.

Numerous in this district are the small country inns where one can enjoy an inexpensive, satisfying meal with wines whose bouquets have a worldwide reputation. A summer or autumn evening spent under the illuminated trees in the garden of the Krone hotel at Assmannshausen overlooking the Rhine will remain an everlasting memory.

Odin's Forest

Although you can get from Frankfurt to Heidelberg, which is on the borders of Hesse, by 55 miles of smooth autobahn, it is worth while to leave this highway at Darmstadt and take the Bergstrasse, a road flanked by cherry trees which in spring transform the countryside into a sea of pink and white. This road leads through quaint old hamlets and villages on the fringe of the Odenwald, a forest in which legend and history interweave and which owes its name to Odin, the father of the ancient Nordic gods. Detours through the shady glens of the Odenwald, which is still virgin forest in many parts, and a visit to the well where Siegfried knelt to drink when he was killed by Hagen's spear, are rewarding.

In this part of the country, inns can offer such unusual fare as wild boar loin in red wine sauce served with baked mushrooms and young vegetables, or a roasted haunch of venison garnished with smoked ham served with cranberry jelly and green salads, at prices that are a fraction of what you pay for an ordinary meal in a city such as Frankfurt.

The university town of Heidelberg, sprawling along the River Neckar and overshadowed by wooded slopes and an historic castle, is unspoiled by war. The town is alive with students, who, although no longer allowed to fight those "honourable" sabre duels, still find plenty of time to frequent beer gardens and wine cellars until the early hours of the morning. American, British, French, Italian and overseas students flock once more to Heidelberg university, which, founded in the Middle Ages, has produced outstanding medical men, scientists and philosophers.

Four Castles

One of the most pleasant little villages along the idyllic Neckar Valley is Neckarsteinbach, reached within eight miles from Heidelberg by a road winding along the river. Here four imposing castles perched on densely wooded hills contribute to a beautiful view along the valley.

To the north from here, 30 miles of roads lead through unspoiled forest to the neat little town of Erbach, where the traditional craft of ivory carving, and an outstanding collection of knightly armour arranged appropriately in the medieval castle, demand leisurely hours to inspect. The meadows around the town have since the war become a refuge for the East Prussian Trakehenen stables, which in the past bred several Derby winners.

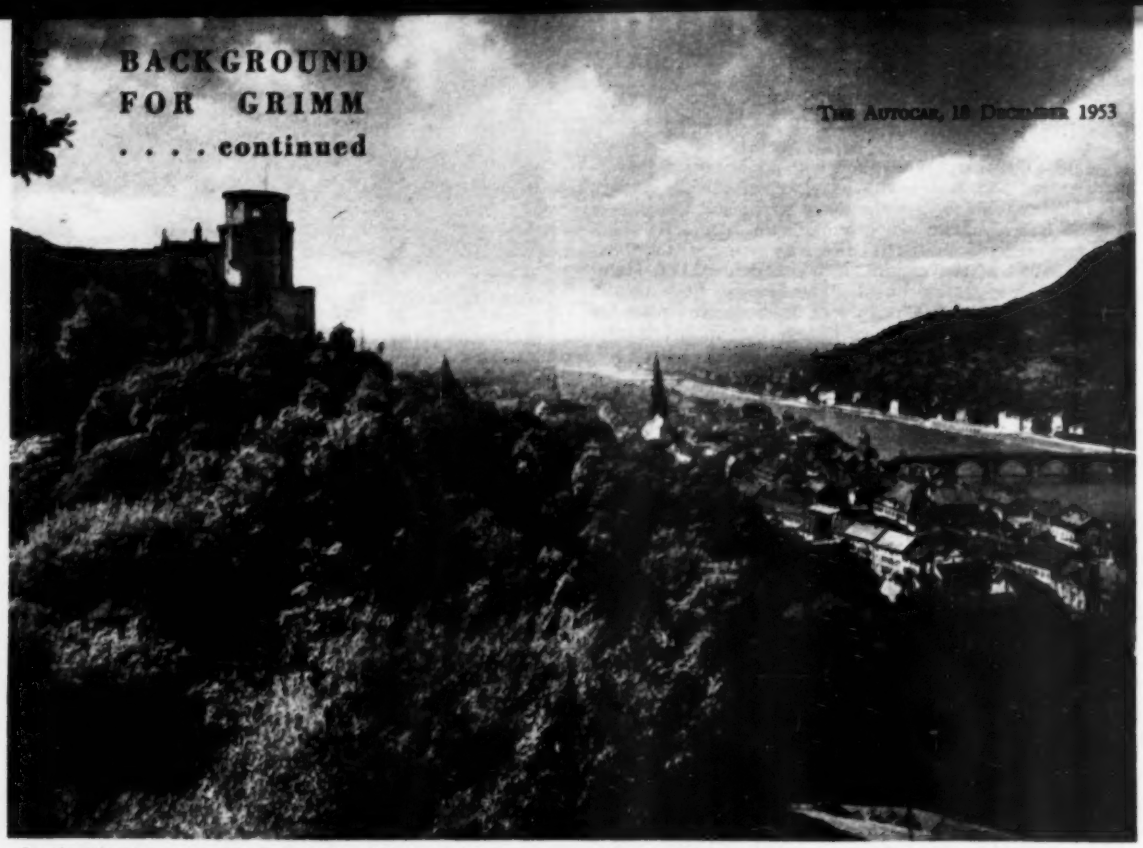
The well-stocked game preserve of Eulbacher Park, near Erbach, is worth visiting before going on to Michelstadt, with

A Constable-like river scene at Fritzlar, on the banks of the Eider. The ancient cathedral towers over the old town.

its historic buildings. The road from there to Worms through Lindenfels originates from the days of the *Nibelungen*, who, based at Worms, frequently ventured 70 miles east to the moated town of Wurzburg.

Northern Hesse, regarded as one of the most beautiful parts of Germany, is very little known to foreign tourists, who rarely bother to explore the country along the 152-mile autobahn that connects Frankfurt with Kassel.

This section of the autobahn is certainly worth a visit for the splendid views of the countryside you can obtain without having to leave the car. Entire valleys have been bridged; in certain stretches dense forests flank the road on



A university town of great beauty and antiquity, Heidelberg sprawls along the River Neckar ; wooded hillsides overshadow the town.

each side, and notice boards indicate that stray deer or stags are likely to be encountered.

The first 30 miles from Frankfurt to Kassel lead through flat country offering a good view of the Taunus, a range of wooded mountains up to 1,800ft high. Still visible, perched on those slopes, are the numerous ruins of strongholds, once the habitations of the knights who accompanied red-bearded Barbarossa on his crusades to the Holy Sepulchre. The ruins of Barbarossa's castle at Glenhausen reveal details of fascinating historic architecture.

Giessen, a town beside the autobahn, prides itself on a rebuilt theatre well known for its first-night performances; the newly rebuilt hotel, Am Ludwigsplatz, sets a high standard of cleanliness, comfort and food, and is a reasonably priced centre for exploring the surrounding district. The nearby town of Wetzlar, with its cathedral dating from the 12th century, is notable as the home of the Leica miniature camera and other optical products.

Leaving the autobahn behind and turning north from Giessen towards the old university and cathedral town of Marburg, where Frederick the Great is buried, you come to the district between Biedenkopf and Treysa, known as the Schwalm, which prides itself on traditional costumes and folk dances.

Frankenberg, only 20 miles north of Marburg, has some fine examples of medieval architecture and a unique timbered town hall with ten small spires. It is said that the real beauties of nature can be enjoyed only when hiking; this is certainly true when you explore the district around Waldeck, once the summer residence of the Hessian princes. A particularly good view of the 20-mile-long Eder reservoir, one of the biggest on the Continent, can be obtained from the 9th-century Waldeck castle, where there is a well-known restaurant. The Eder reservoir, feeding several power stations, is a favourite yachting centre. Good trout fishing is to be had in the adjacent streams, and the surrounding countryside offers excellent game shooting.

The first impressions you get of Kassel tend to be disappointing; after all, 76 per cent of the city was destroyed. But Kassel still remains the intellectual and industrial centre of North Hesse. The Hessian state library, containing many valuable historic manuscripts, has survived, and so have the collection of ancient astronomic instruments at the Hessian state museum, and the famous picture gallery noted for its fine selection of old masters.

Although hotel accommodation in the town may prove at times difficult, many small but good hotels are found on the outskirts. The Ratskeller, in the basement of the town hall where once the councillors used to feast, is a restaurant with a reputation for good food and wine.

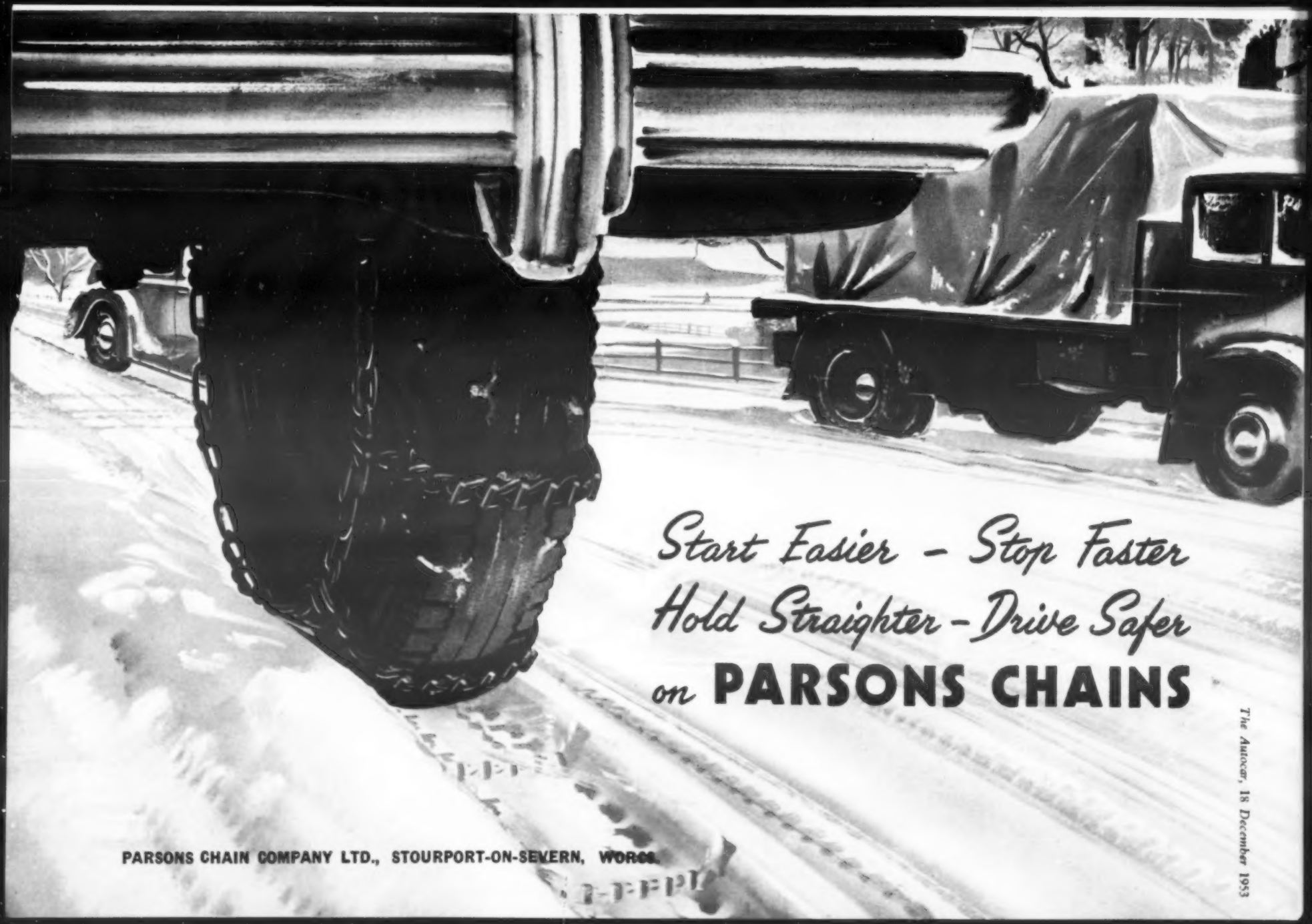
In the surroundings of Kassel are many former stately homes, palaces and castles, all situated in vast, carefully maintained grounds, open to the public free of charge all the year round. Schloss Wilhelmshoehe, once a residential palace of the Kaiser, is still a show piece, standing in beautiful grounds overlooking the town. The palace houses the world-famous collection of hand-painted wall-papers, many of early Chinese origin. Sections of the grounds have exotic flower beds and unique specimens of Continental oaks. Towering above the park on a hill is a huge monument dedicated to Hercules, with a stream of water running down an artificial cascade into ornamental ponds, which are part of the scenery of an open-air stage, the centre of activities of the Kassel playhouse, during the summer months.

Ladies' Castle

A superb summer palace in baroque style is Schloss Wilhelmstal, a few miles outside Kassel. There the "Gallery of Fair Ladies," a collection of remarkable portraits, china figures and well-preserved antique furniture, bears witness to an artistic past.

If you are to return to Frankfurt from Kassel with time in hand, then leaving the autobahn at Bad Hersfeld at the foot of the Knuell, a range of densely wooded hills, will provide plenty of opportunity for exploring out of the way places. A tree-lined road to Fulda, through Huenfeld, offers a good view (to the south) of the sharply contoured Rhoen mountains, which reach 3,000ft in the region of the Wasserkuppe, a well-known winter resort.

Fulda is a town known for its magnificent baroque style and a church dating from the year 821—the second oldest in Germany. You can either join the autobahn again at Alsfeld, 27 miles north of Fulda, or continue to Schluechtern and Hanau, passing through the major agricultural area of South Hesse.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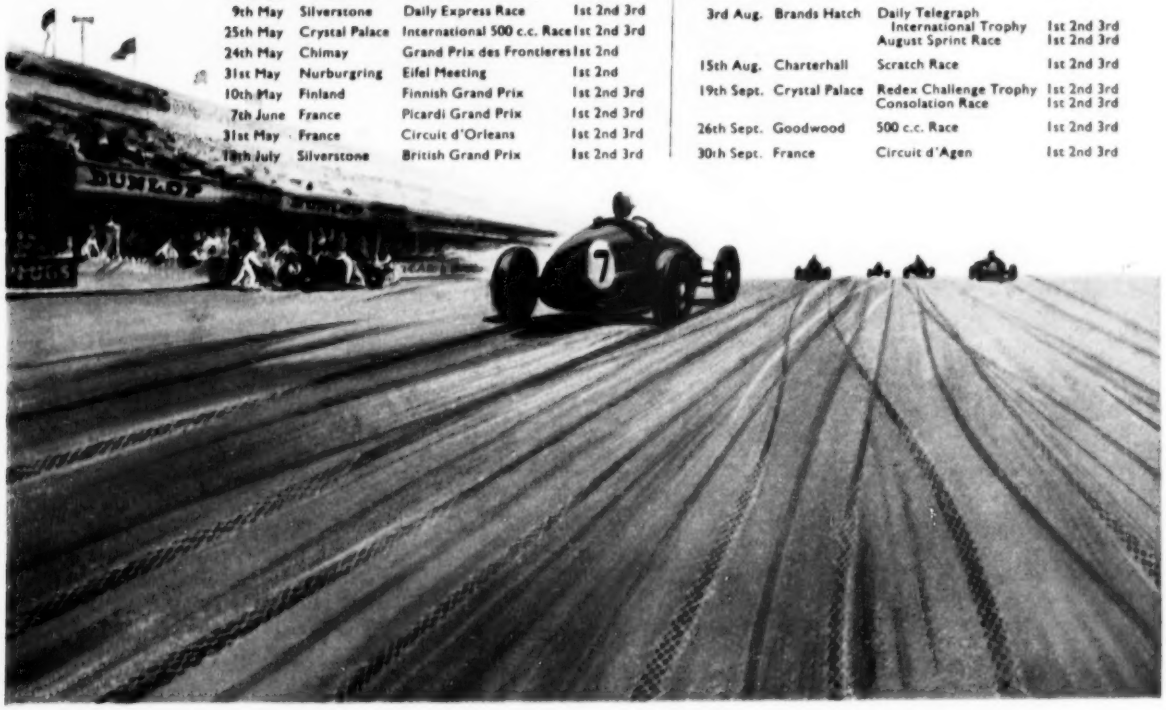
FORMULA II & LIBRE

6th April	Goodwood	2nd Easter Handicap	1st 2nd 3rd
		3rd Easter Handicap	1st 2nd 3rd
		Lavant Cup	2nd 3rd
		Chichester Cup	2nd 3rd
		Glover Trophy	1st
9th May	Silverstone	Daily Express International Trophy	2nd 3rd
10th May	Finland	Elaintarhanajo Djurgardsloppet	1st
16th May	Dundrod	Ulster Trophy Race	2nd 3rd
		Handicap Race	1st
14th May	Finland	Tampere International Race	1st
25th May	Crystal Palace	Coronation Trophy Race	1st 2nd 3rd
		Supercharged Cars	1st 2nd 3rd
31st May	France	Grand Prix d'Albi	1st 2nd
31st May	Nurburgring	Eifel Meeting	2nd 3rd
11th July	Leinster	Trophy Race	1st 2nd 3rd
18th July	Silverstone	Formula Libre	2nd 3rd
26th July	Lisbon	Portuguese Grand Prix (over 2,000 c.c.)	2nd
26th July	France	Grand Prix de Caen	1st 2nd
26th July	Aix les Bains	Grand Prix d'Aix les Bains	2nd 3rd
9th Aug.	France	Grand Prix des Sables	1st 3rd
15th Aug.	Charterhall	International Formula II Race	1st 2nd 3rd
		International Formula Libre Race	1st 2nd 3rd
2nd Aug.	Singapore	Johore Grand Prix	1st 3rd
12th Sept.	Curragh	Wakefield Trophy Scratch Race	1st 2nd 3rd
19th Sept.	Crystal Palace	London Trophy Race	1st 2nd 3rd
26th Sept.	Goodwood	Madgwick Cup	1st 2nd 3rd
		Woodcote Cup	2nd 3rd
		Goodwood Trophy	2nd 3rd
		2nd September Handicap	1st 2nd 3rd

FORMULA III

6th April	Goodwood	Earl of March Trophy	1st 2nd 3rd
9th May	Silverstone	Daily Express Race	1st 2nd 3rd
25th May	Crystal Palace	International 500 c.c. Race	1st 2nd 3rd
24th May	Chimay	Grand Prix des Frontieres	1st 2nd
31st May	Nurburgring	Eifel Meeting	1st 2nd
10th May	Finland	Finnish Grand Prix	1st 2nd 3rd
7th June	France	Picardi Grand Prix	1st 2nd 3rd
31st May	France	Circuit d'Orleans	1st 2nd 3rd
18th July	Silverstone	British Grand Prix	1st 2nd 3rd
12th July	Berlin	Avus Race	1st 2nd
3rd Aug.	Brands Hatch	Daily Telegraph International Trophy	1st 2nd 3rd
		August Sprint Race	1st 2nd 3rd
15th Aug.	Charterhall	Scratch Race	1st 2nd 3rd
19th Sept.	Crystal Palace	Redex Challenge Trophy	1st 2nd 3rd
		Consolation Race	1st 2nd 3rd
26th Sept.	Goodwood	500 c.c. Race	1st 2nd 3rd
30th Sept.	France	Circuit d'Agen	1st 2nd 3rd



SPORTS CARS

8th March	U.S.A.	Sebring 12 hour Race— Index of Performance	1st
6th April	Goodwood	1st Easter Handicap	1st 3rd
		4th Easter Handicap	1st 2nd 3rd
9th May	Silverstone	Production Touring Race	1st 2nd 3rd
24th May	Algiers	International 3 hour Race	1st 2nd
		Index of Performance	1st 2nd
25th May	Crystal Palace	Sports Car Race	1st 2nd 3rd
31st May	Montlhery	Coupe de Paris	1st 2nd 3rd
13/14th June	Le Mans	Le Mans 24 hour Race	1st 2nd
		Index of Performance	1st 2nd 3rd
17th June	Hyeres	12 Hour Race General Classification	1st 2nd 3rd
		12 Hour Race Index of Performance	1st
7th June	Zandvoort	Dutch One Hour Sports Car Race	1st
18th June	I.O.M.	British Empire Trophy Race	2nd
5th July	Rheims	12 Hour Race	1st 2nd
11th July	Leinster	Trophy Race	1st 2nd 3rd
3rd Aug.	Nurburgring	Production Sports Cars 1100 c.c. to 1500 c.c.	1st 2nd 3rd
		Sports Cars 1100 c.c. to 1500 c.c.	1st
15th Aug.	Charterhall	Up to 1500 c.c.	1st 2nd 3rd
		Sports Cars up to 2,500	1st 2nd 3rd
22nd Aug.	Goodwood	Up to 2000 c.c.	1st 2nd 3rd
30th Aug.	Nurburgring	1000 k.m. Race General Classification	2nd
		Over 2000 c.c. Production Cars	1st
		Up to 2000 c.c. Production Cars	1st
		Up to 1300 c.c. Production Cars	1st
		Up to 750 c.c. Production Cars	1st
5th Sept	Dundrod	R.A.C. Tourist Trophy Race General Classification	3rd
		3000 c.c. to 5000 c.c.	1st
		1500 c.c. to 2000 c.c.	1st
		1100 c.c. to 1500 c.c.	1st
		Up to 750 c.c.	1st
12th Sept.	Curragh	O'Boyle Trophy Handicap	1st 2nd
19th Sept.	Crystal Palace	Norbury Trophy	1st 2nd 3rd
		The Anerley Trophy	1st 2nd 3rd
26th Sept.	Goodwood	Sports Car Race	1st 2nd 3rd
		1st September Handicap	1st 2nd 3rd

RALLIES

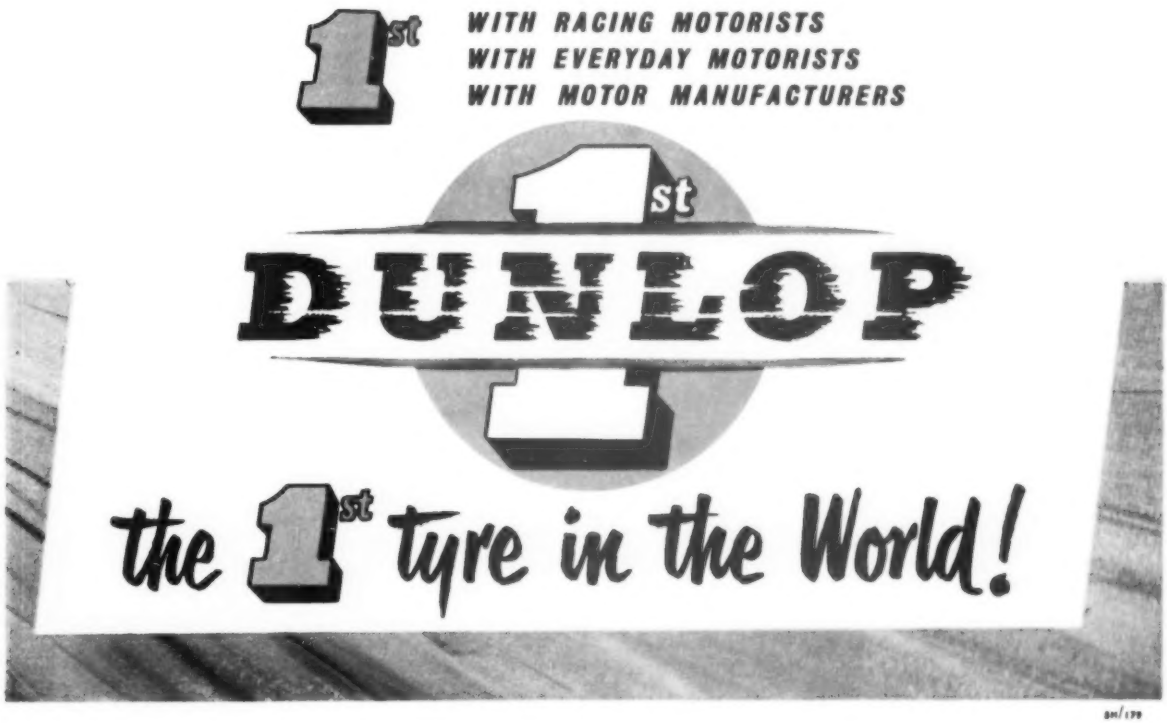
20th/27th Jan.		Monte Carlo Rally General Classification	2nd
23rd/28th Mar.		R.A.C. International Rally of Great Britain General Classification	1st 2nd
29th Mar. to 2nd April	France	Soleil—Cannes Rally	1st
26th/30th April	Holland	Tulip Rally—Touring Car Class 2400/3500 c.c.	1st
15th/17th May	France	Loraine Rally— General Classification	1st
10th/16th July		International Alpine Rally General Classification	1st 2nd 3rd
5th/13th Sept.	France	Tour de France—Sports	1st
		Production	1st
23rd Oct.	Portugal	Lisbon Rally	2nd 3rd

HILL CLIMBS

27th June	Bo'ness	Fastest time for the day and record for the hill
23rd July	Bouley Bay	Fastest time for the day and record for the hill
8th August	Craigantlet	Fastest time for the day and record for the hill
29th August	Shelsley Walsh	Fastest time for the day
20th September	Prescott	Fastest time for the day

SUCCESSFUL RECORD ATTEMPTS

1st, 3rd, 4th Sept.	D. B. Panhard 750 c.c. at MONTLHERY Rene Bonnet, Pierre Levegh, Michel Aunaud	11 Class H International records
September	Austin Healey '100' at Salt Flats, UTAH, U.S.A. D. Healey, G. Eyston, J. G. Bennett, R. Jackson-Moore, Jackie Cooper, Bill Spear	8 Class D International records All American Stock Car Records from 5 to 3,000 miles 1 to 24 hours United States National Records 1000 kilo. to 3000 miles.
1st Aug. to 16th Sept.	Simca-Aronde at MONTLHERY Equipe Gautier	38 International Class F Records 19 to 46 days inclusive (70,000 miles)
7th Oct.	Bristol 2 litre at MONTLHERY J. Fairman, L. Macklin	6 International Class E Records
6th/7th Oct.	Cooper Car at MONTLHERY John Cooper	7 Class I Records (350 c.c.) Class H 750 c.c. World Record 200 Kilo. 114.08 m.p.h.
28th Oct.	Arnott Car 500 c.c. at MONTLHERY J. K. B. Brise	9-500 c.c. Records Class J



When you feel the need of your overcoat
it's time to change to
ENERGOL
the oiliest oil
A PRODUCT OF ANGLO-IRANIAN OIL COMPANY, WHOSE SYMBOL IS
BP

Ilsington, in Devon. With the approach of the New Year and the classic Exeter trial the inhabitants will once more turn out to watch the competing cars climbing Simms Hill, which is in the village.

After the trial my solicitor informed me that the two constables would be punished by their superiors for their unsatisfactory evidence, though this was little satisfaction to me.

Surely for a technical offence such as this, for which thousands of men of otherwise irreproachable character are charged every month, and which depends on someone reading a small needle correctly, trained and reliable observers should be necessary to obtain a conviction.

In my case, hardly a statement made by the two prosecution witnesses under oath was correct, not even the speedometer reading, though their statement of this one factor was accepted without question.

As a result of the publicity kindly given by *The Autocar*, I have had many messages of sympathy and surprise; I am assured by police friends that most courts would have thrown out the charge at once on hearing the nature of the evidence.

Dundee, Fifeshire. G. F. LOMAS.

Further Stone Wall Tactics

[65328.]—Mr. G. F. Lomas' letter [65276] regarding his experience with the police prompts me to give mine.

While I was travelling towards London along Honeypot Lane (at Stanmore, Middlesex) one March morning, a police constable stepped out into the road and stopped a Hillman Minx, which was about thirty yards in front of me. He stepped farther into the road and signalled me to stop; I pulled up about ten yards from the other car.

The constable asked me if I would wait as he said he did not know which car the sergeant wanted. In a few seconds the sergeant, in plain clothes, arrived and said that he wanted me, and instructed the constable to wave on the Hillman Minx. I was then informed by the sergeant that I had passed through a measured distance at 41.3 m.p.h. The case was heard at Hendon police court in May, and Mr. Monier Williams defended me.

The sergeant was questioned first and said that there were no other cars in the measured distance when he timed my car. He went so far as to say that there were no other cars in the vicinity. When my counsel pressed the point and said that he could call evidence to prove that there was, in fact, another car and that two cars were stopped, the sergeant gave way and admitted the possibility of another car.

The constable at the start of the trap was next called, and said that there were no other cars about at the time and, when pressed further, said that he included the possibility of cars travelling in both directions. When told that evidence could be called to prove that there were two cars involved, he still continued with his statement that there was only one car. He was then asked if the whole of the measured distance was within his view; he stated that it was and that only my car was involved and was stopped.

We called for the constable who had given both the cars the signal to stop, but we were told that he was not available. The magistrates took no notice of the fact that the police were not at all sure of what actually took place and that they were quite willing to change their tale when pressed. I was fined two pounds and my licence was endorsed.

It seems quite obvious to me that I was timed entering the trap and the Hillman Minx was timed leaving the trap, and therefore the watches recorded a shorter time than was taken by me in actually traversing the distance. The police, however, would not admit that there was a confusion over the two cars, and they were quite willing to make statements on oath and then, when pressed, completely to reverse these statements.

I was informed by my legal adviser that it would be useless to appeal. G. H. BUCKLE.

London, S.W.7.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

POLICE METHODS

Further Details of the Original Case

[65327.]—In letter [65300] "Law Student" asks for further information regarding my conviction for speeding [65276]. The whole business struck me as odd. My solicitor, a local man detailed by the A.A., assured me before the trial that I should be fined irrespective of what transpired in court. He was correct.

Both my wife and I went into the witness box and testified as to the registration of car, upon which the prosecuting counsel promptly altered the charge sheet. The Sheriff said that as the make of the car was an M.G. the error was understandable (though surely not with *both* constables). We then testified that the colour was bright green and not black, and again the Sheriff found an excuse for the police by saying that if he sent someone into a library for a book he would not expect him to notice its colour.

With regard to the distance over which my speed was checked, although the police were proved wrong on an Ordnance map, the Sheriff, taking no account of the fact that the police had been unable to read their mileage trap correctly, said the distance being greater than specified only made the offence worse. The fact that I had two passengers, whereas the police said I had none, was accepted and not commented on, presumably being considered immaterial.

CARRERA PANAMERICANA

Now Then, Britain, What About it?

[65329.]—Well, another Pan-American road race has come and gone—the fourth. We saw drivers and cars from several countries, but only two British-built machines, one of which hardly got started. The other Jaguar finished the course in ninth place in the hands of a Guatemalteco, Sr. Guillermo Girón. Considering that this was a Jaguar XK120 fixed-head coupé racing against the cream of the Lancias and Ferraris, I think congratulations are in order for Sr. Girón.

CORRESPONDENCE . . . . . continued

Last year the Mercedes electrified the whole country with their cool, quiet determination for nothing less than an outright win, which, by means of excellent staff work, thorough preparation, the best drivers available and quite a tidy sum of hard cash, they achieved. Consequently it is not surprising to see both passenger cars and the largest trucks on the roads in Mexico bearing the familiar Mercedes crest.

This year the Lancias have beaten all records. It gave me quite a thrill to see Fangio chasing Bonetto down the mountain road on the way to Mexico City, followed later by the Ferraris with their beautiful, high-pitched, crisp exhaust notes.

Well, Britain and Britons, what are we going to do about it? Have we no cars, drivers, organization or cash to enable us to meet the cream of the world's cars and drivers on equal terms, even though it may be a long way from home? This race *is* a race, a total of almost 2,000 miles spread over five days with a day for rest. There is every kind of road condition to contend with, ranging from the most difficult mountain sections to straight stretches where even standard saloons averaged around 90 m.p.h. for the last lap of about 220 miles.

We are all aware of the excellent showing which our cars and drivers (and sometimes other people's) habitually make in European races and rallies. However, that is on the eastern side of the Atlantic. What about doing something over on this side?

Finally, should any organization just wonder what sort of a reception they would get south of the border, let me assure them that they will find every courtesy here in Mexico, where the Mexicans' hospitality for overseas visitors has probably no equal in any other country, and they love cars!

With every good wish to *The Autocar*.

Mexico City. COLIN O. TAYLOR.

CO-OPERATION

Considerate Treatment by a Manufacturer

[65330.]—I have seen of late in your Correspondence columns derogatory letters concerning the attitude of manufacturers of faulty components, and I should like to tell your readers of a personal experience of mine.

A body part gave up the unequal struggle on a 1953 model, whereupon I 'phoned a firm whom I understood to be the makers; they asked me to go to see them right away. I did so and they found that the component was not, in fact, one of a batch manufactured by them. Knowing the actual manufacturers to be quite out of my reach they readily offered to help, putting themselves to considerable trouble rectifying and strengthening the parts concerned.

Had this firm been the actual manufacturers they certainly could not have been more considerate concerning my difficulty.

Sutton, Surrey. H. LESLIE LAWRENCE.

GRATITUDE

Kindness Appreciated

[65331.]—There is much kindness in the world. As a result of my letter [65279], we have received many parcels of *The Autocar*. Many kind people went out of their way to bring them to the school.

We are trying to answer all the letters but in case by any mischance and in the excitement we have missed a name, I thank you and all your readers for their great kindness.

We have sufficient copies to keep us going for a long time.

South Godstone, Surrey. JOHN FIDOE
Headmaster.

TEMPERATURE GAUGE REPAIRS

The Process Fully Explained

[65332.]—In the issue of November 27 a query entitled "Temperature Gauge Repairs" on the "Readers' Service" page was answered in terms at variance with my personal experience. I think the following details may be useful to your correspondent and others.

Last winter my temperature gauge developed a leak where the capillary tube enters the base of the bourdon tube. I drilled a hole in the base chamber of the tube and soldered into it a 1½in piece of capillary tube (old oil pressure gauge tube) to serve as a filler; some gauges are already thus fitted. The leak was then repaired.

The system was filled with ether in the following sequence:—

(1) Immerse the bulb in boiling water for about half a minute, the filler tube being open to the atmosphere.

(2) Place the filler tube in ether and immediately plunge the bulb into cold water, fluid being drawn into the system.

(3) Repeat (1) and (2) until the heating stage (1) expands ether out of the filler tube; complete (2) and, when the filler is withdrawn from the ether, immediately crimp firmly with pliers and then solder the end. Bend the filler tube to fit in the case.

The instrument was reassembled and calibrated against an ordinary thermometer, by moving the position of the pointer on its spindle. Accuracy obtained was ±1 deg C and the gauge has worked perfectly now for over 12 months.

About half an ounce of ether was used. This can be obtained at the local chemist's if the purpose is explained.

The successful sealing of the filler tube by crimping is essential otherwise soldering will be impossible. D. PICKUP.

Rochdale, Lancashire.

DRUNK IN CHARGE

What, Indeed ?

[65333.]—This business of "Drunk in Charge" is very worrying. Not that I ever am—but it seems that if ever I get drunk at home, I shall also be "in charge." You see, by courtesy of the Metropolitan Police, I leave my car outside my house. And, as I am poor, it is an old car. And, being an old car, it has no key—so I cannot give the key to my landlady if I want to draw solace from the bottle. What do I do? IGNOTUS.

London, S.W.3.

KINDNESS

A Helpful Calligraphist

[65334.]—Below is a note which I found one morning attached by an elastic band to a door handle of my car. I had left the car in a public car park all night.

If only more people would apply this spirit of helping others to all motoring activities, how much safer and pleasurable the roads would be. GRATEFUL.

Redland, Bristol.

> Dear Sir,
>
> I have taken the liberty of disconnecting the positive lead from your battery. At 10pm your car was here, locked, but one traffic indicator was out, and alight. Rather than finding your battery flat in the morning,—I trust you will not disapprove of the action I have taken.
>
> A fellow motorist.

PERUVIAN IMPORTS

Partial Ban of Temporary Nature

[65335.]—In your issue of December 4, under the heading "Peruvian Ban," you publish the following statement:

> "A complete suspension of car imports has been ordered by the Peruvian Government to protect the value of their currency."

I wish to point out that the suspension does not affect the imports of all cars, as you say, but only those in the luxury category and it is a temporary measure of six months' duration.

A. FREUNDT ROSELL, Ambassador for Peru.

London, S.W.1.

TOWING

Post-war Co-operation Among British Manufacturers

[65336.]—Someone should look into the postal service between County Tyrone (Augher) and the Metropolis, for, surely, the letter [65288] from "Four-Two-Six" was posted before the war!

The trailer towing bracket service that your correspondent asked for has been provided by several of the principal British car manufacturers; in nearly every other case they have co-operated with specialist manufacturers of this equipment to provide owners of their cars with a sound bracket at reasonable price. The maximum recommended trailer weight is nearly always stated.

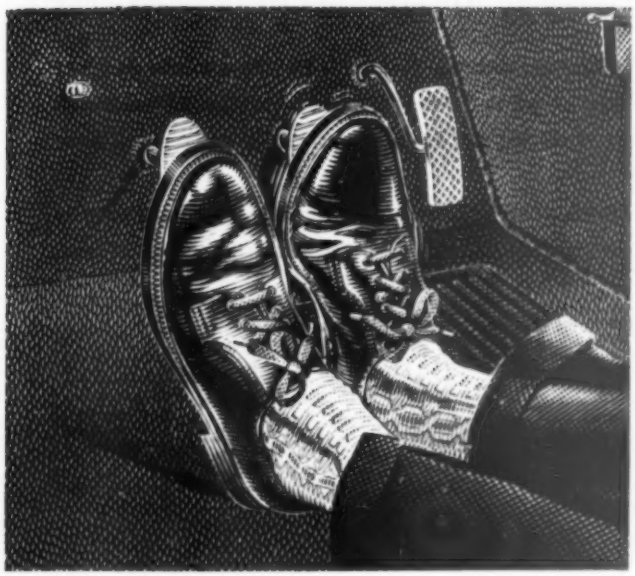
Neatness also, as your correspondent suggests, is important, and if he will look under the next British car that appears to

Do you value YOUR safety - and fit FERODO ANTI-FADE BRAKE LININGS

If only brake drums wouldn't get so 'het' up! There's no denying, 300° centigrade is an uncomfortable heat for brake linings to be pressed tightly against. That's why some linings 'fade' and let matters slip; and if brake fade happens when an emergency stop is needed—tragedy can quite easily result. It's something to think about.

The Ferodo organisation, with its unrivalled research talent and testing facilities, make Anti-Fade Brake Linings that give you safer, more reliable braking and greater driving control. So when your brakes do need re-lining, remember to *ask* for Ferodo—the Anti-Fade Brake Linings.

- or don't you think about it?



THIS LABEL...

is proof that your garage have re-lined your brakes with genuine Ferodo Anti-Fade Brake Linings. It is orange and black and should be tied to the steering wheel of your car. The label is issued with every set of Ferodo Linings, so please make sure you are given it.

FERODO LIMITED · CHAPEL-EN-LE-FRITH
A Member of the Turner & Newall Organisation

MR. TROWBRIDGE has a problem

Mr. Trowbridge—active young director of a furniture concern. Lives with his wife and baby daughter in Richmond. All winter drives three mornings a week to the company factory in High Wycombe and then back to his office in the City. Owns a Mark VII and *has* to be certain the radiator will never freeze on frosty mornings.

THE ANSWER: Snowflake—the best, most reliable anti-freeze there is; the tested brand marketed by Shell-Mex and B.P. Ltd. It's *guaranteed* to safeguard any car against temperatures down to 35° of frost.

SNOWFLAKE anti-freeze

The safe radiator service, a part of the Shell and BP Service. Ask for it where you see this sign.

SHELL BP

CORRESPONDENCE . . . . . continued

have its trailer coupling mounted only on the bumper bar he will probably find one of these sturdy manufactured brackets, firmly attached to the car chassis—or distributing the load on to the underframe in an integral construction model.

As an indication of the steps which the British car makers have taken in production it could be mentioned that every Hillman Minx since 1949 has had bushed holes provided in the rear underframe (clearly seen in the mudguard valance) for the sole purpose of mounting the manufactured trailer towing bracket; all the Phase II Standard Vanguards are similarly bushed. It is no coincidence that the chromium studs in the centre of the rear bumper on the Morris Oxford and Six are set at the 3½in centres standardized throughout the industry for trailer coupling bolts.

This post-war co-operation is purely a British development and, in the American paper *Trail-R-News*, the Editor bemoans the lack of co-operation of the American car makers and emphasizes the very different position that applies here.

Chester. C. P. WITTER.

REAR ENGINES

Dangerous Potentialities ?

[65337.]—Having had fairly extensive experience of the Volkswagen, may I make some comments on letter [65271] in the issue of November 20 ?

The following features are listed as advantages in a rear-engined, air-cooled car:

(1) Absence of universal joints. Yet, as long as the engine belongs to the sprung mass of the vehicle, it is, of course, necessary to use such joints in one form or another.

(2) Better and lighter steering, owing to weight removal from the front wheels. Yes, the steering is very light; it is in fact, in certain circumstances, so light that the car does not follow the driver's intention at all. The advantage of this reaction is doubtful.

(3) The air-cooled engine is a better cold-starter than its water-cooled counterpart. Why ? No cheating with hot compresses, please !

Aside from the significance of these remarks I would express the opinion that this engine position can cause a very serious threat to road safety, when Mr. Not-endowed-with-Stirling-Moss'-road-sense comes roaring along at 63-64 m.p.h., using 100 per cent of the available 25 b.h.p. Absolutely no acceleration remains to help avoid rapidly appearing obstacles (a misjudged distance on overtaking, and so on) !

For the rest I send the best wishes to *The Autocar*.

Karlstad, Sweden. W. EDESTRAND.

HAND SIGNALS

A Protest

[65338.]—In view of the large number of letters published from readers supporting your "Stop the Wagging" editorial, I feel bound to protest at the harm this has evidently already done. Many selfish and inconsiderate drivers are obviously delighted to have authoritative support for their bad road manners, as is evident from some of the letters. Because hand signals are abused, is the only alternative to abolish them?

If you are following a car just to the right side because it is going slowly and you are not sure of the driver's intentions, is it not annoying when he turns left, revealing his left-hand indicator which was concealed until then?

Your correspondent, Mr. H. C. Newton [65226] complains of the ambiguity of the Highway Code, and goes on to criticize the "novice, bus and lorry drivers" who "flap the hand up and down" when drawing up at the kerb. If he studies the Code again he will see (page 16) that the signal he describes means "I am going to slow down or stop," the correct one in the circumstances and not the least ambiguous.

If *The Autocar* would campaign for the proper study of the Highway Code by experienced drivers, the majority of whom do not give the correct signals, I would be the first to support you.

London, S.W.16. R. D. WATSON.

Suggested Amendments to the Code

[65339.]—In your provocative leading article on "hand wagging" and the stimulating correspondence which has ensued, one very important point has been overlooked—namely that a large proportion of road vehicles are not equipped with any electro-mechanical signalling device at all, apart from brake warning lights in certain cases. I refer, of course, to the majority of commercial vehicles and virtually all motor cycles and auto-cycles (not to mention pedal cycles, which often take up plenty of road space !).

I am not ashamed to admit that I am a great supporter of hand signals, when properly given. Their great advantage is simplicity, and universal application to *all* classes of road vehicles. Although lighted signals have a greater advantage at night, I maintain that by day clear hand signals are far superior. There is no excuse for slovenly signals, however given, and surely there is little to choose between the two-finger "cigarette-ash flick" and the direction indicator left sticking out? Both are potentially dangerous.

You have done a great service in starting this controversy, and especially in drawing attention to the importance of correct driving technique in using the mirror and watching "the car in front of the car in front," whereby much signalling is rendered unnecessary.

Because of the character and congestion of our roads, clear hand signals can be of immense value, but I would like to suggest two amendments for the new Code:—

1. The present "slowing-down" signal should have the dual meaning "I am slowing down," or "I do not consider it safe to pass me."

2. The present "overtake me" signal should be revised to mean "I am stopping; you may overtake" or "you may overtake and I am prepared to slow down to make this safe for you." In this case not all the onus for safety should be on the driver of the overtaking vehicle, whereas in the first case it certainly would be !

Wimborne, Dorset. P. D. LANGTON.

FOG

Use Head Lamps in Daylight

[65340.]—Having read the article headed "Avoiding Winter's Troubles" in the November 27 issue, I feel that mention might have been made of driving in fog in daylight.

Nearly all drivers switch on side lamps, but these are, in fact, of very little use (particularly dim ones), as usually the oncoming vehicle can be seen before—or at the same time as—its side lamps.

Very few drivers seem to realize that if they use their head lamps these can be seen at a considerable distance in quite thick fog, and that in daylight fog there is practically no light reflected back and no glare in the eyes of the oncoming driver. One's own lamps are of very little use to oneself but they are of tremendous assistance to the other fellow. D. E. YONGE.

Bridlington, Yorkshire.

PREFERENTIAL ?

An Unfortunate Experience

[65341.]—The driving schools are no doubt an excellent medium for passing the test, but whether they turn out drivers or not is a very debatable point. I would like to expand for a long time on that subject, but my main grouse against the schools at the moment is the fact that they possess far too much influence with the Ministry of Transport test department.

A friend, hoping to take her second test, applied on October 31 for a test on or near December 16. She asked for that date as it gave them plenty of time. They replied in due course, telling her that January 5 was the "first available date" (stamped in red ink).

I now learn that another applicant—being taught by a school—had his application in on November 2 and was granted his test for December.

Now, if that is not preferential treatment, what is ? Both tests are due at Ealing. R. GEORGE.

Richmond, Surrey.

WHEEL BEARINGS

Beware of Over-greasing

[65342.]—I read the urbane Scribe in your issue of October 9 and it was a pleasant change to find someone blaming the car manufacturer rather than grease for making him feel cross at the mess made on his front wheels on a hot summer's day.

However, in all fairness, it is just conceivable that the lubricant might, in fact, be more culpable in this case than the manufacturer; no pukka wheel-bearing grease should discharge at a mere 80 deg F. Or is it possible that the Scribal front hubs were over-greased ? My experience, both in this country and in England, is that service stations will insist on greasing wheel bearings every time a car is brought in for servicing—and I am sure The Scribe is regular in his maintenance—whereas a perusal of car manuals will show that most manufacturers recommend a period of 5,000 to 10,000 miles for this operation.

["Well-greased but not over-greased, I would say," comments The Scribe.—ED.]

Calcutta, India. M. C. HALL.

"The Autocar" READERS' SERVICE

New Piston Rings

I have an Austin A.90 which, having covered a substantial mileage, has been decarbonized and fitted with new piston rings. Since this work was done the oil consumption has gone up considerably, but I cannot see any reason for this increase. Cylinder bore wear is very slight and the engine as a whole is in very good condition. There are no oil leaks.

H. B.

Barrow-in-Furness, Lancashire.

IT seems likely that, as the car covered a big mileage before the rings were fitted, the ring grooves are also in need of attention. Was anything done to them? If the width of the groove has increased appreciably there will be up-and-down movement of the piston ring which causes what is known as "oil-pumping," and which can be accentuated after the pistons have been removed and cleaned and any carbon formation removed. However, this groove clearance is not a vital matter if special oil control rings have been fitted, but they, unlike ordinary rings, need special precautions to allow the oil to feed back into the crankcase instead of up to the combustion chamber. Usually, a chamfer is turned underneath the ring groove and holes are drilled at a downward angle around the periphery of the piston. These allow oil to be passed back to the inside of the piston and thence to the sump.

Pre-selector Gear Box

My car has a pre-selector gear box but movement of the gear-change pedal does not always result in the newly selected gear being engaged. Sometimes the pedal seems almost locked and it needs several movements up and down with the foot before a change is effected. The gear box is filled with the right type of oil.

Harrow, Middlesex. L. M.

WHEN this type of gear box fails to select properly it is almost always caused by incorrect setting of the toggles inside the gear box. This is a very delicate adjustment and should be tackled only by an experienced pre-selector gear box specialist. If you experience the condition where the pedal kicks back and almost locks itself in a very high position, the band toggles certainly need adjustment. This condition is sometimes caused by incorrect selection, that is, not operating the gear engaging pedal to the full extent of its travel.

Low Oil Pressure

I have just returned from a long trip in my 1936 Armstrong Siddeley Fourteen on which four big-ends ran, three of them being repeated failures on the same connecting rod. The car has a very low oil pressure which does not improve even with a thick oil. Oil consumption is moderate, fuel consumption very good and all the oil ways have been cleared with wire and compressed air. My garage tells me that the engine does not by any means require a rebore and that the crankshaft is not seriously worn. How can I get more oil pressure?

Blackburn, Lancashire. F. G. T.

IF you are quite sure that all oil ways are clear, the camshaft bearings are not sloppy, the main bearings are sound, the crankpins are not more than 0.005in oval and that there is no leak in the oil gallery duct or pipes, your low oil pressure can be caused only by deficiency in the oil pump or pressure relief valve. The usual fault with a gear-type oil pump is excessive side play of the gears which allows oil to leak away between the gears and the inner faces of the pump body.

It is possible that you may need a new spring or a new ball, or both, for the pressure relief valve. The fact that three bearings failed on the same crankpin suggests forcibly that either the fitting was bad or that there is some restriction in the oil feed to that crankpin. And it must always be remembered that when a bearing has run it is difficult to be absolutely sure that no particles of white metal have trespassed into the oil feed ducts and pipes.

Replacing Rings

I have a 1948 Wolseley Eight and wish to fit a special type of oil control piston ring. The car instruction book states that the pistons can be withdrawn from below and this is the course which I had intended to follow, but as my local garage assures me that it is a formidable task to replace the pistons with these special rings from below I would like to ask for your opinion. I do not wish to remove the cylinder head at present if I can avoid it.

Glasgow, W.2. T. W. B.

YOUR local garage has given you good advice, for replacing the pistons equipped with these special rings from the bottom certainly is a formidable task. Your instruction book is also correct in stating that it *can* be done, but special oil control rings are rather difficult to compress flush with the piston and the procedure for entering the piston into the cylinder and removing the piston ring cramp would be difficult in that crankcase.

Poor Carburation

I have a Jaguar with which I am having carburation trouble. When I bought the car, which is quite old, earlier this year, the tick-over was smooth and the car would pull evenly at low speeds in top gear. Subsequently, I had new exhaust valves fitted and since then it has been impossible to make the tick-over satisfactory.

Southsea, Hampshire. J. E. C.

IT appears likely that the trouble is carburation and it may still be worth getting an expert to synchronize the twin S.U. carburettors accurately. Additionally, if an electric cold-starting device is fitted you may find that there is an air leak at the entry port or that the starting unit may not be coming out of action properly when the engine temperature rises.

The small thermostatic switch in the water manifold controls this device and if you have any doubt of its efficiency you should disconnect the wire to this unit and apply it to earth. If there is then a pronounced change in the engine note the switch must be faulty. Remember that the carburettors have many moving parts and wear in them may be causing the trouble. Slight wear of the butterfly spindles or any fault in the float and needle valve arrangement will affect the idling.

● A stamped self-addressed envelope, or an international or Imperial reply coupon, must accompany queries, which should be kept separate from other communications. Technical, legal, sporting and general motoring questions are dealt with, and should be addressed to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1

Queries should not be submitted which are the normal business of manufacturers' service departments

Vibration

My Jowett Javelin produces a whirring, pulsating vibration which I have so far been unable to cure. I think I read somewhere that such a fault may be traced to the clutch. Is this likely?

Edinburgh. J. S.

IF the clutch has not been dismantled recently it is unlikely that the vibration is caused by anything inside the clutch. You will probably find that the bearings of the fan countershaft are worn, or one of the brackets has fractured, because either of these faults will cause the vibration which you describe.

As you no doubt know, the fan drive is taken from the front of the crankshaft and transmitted to the fan at the rear of the engine by a fairly long shaft which is mounted in bearings on extended brackets bolted to the crankcase.

Battery Charger Connection

On my 1946 Morris Ten I have fixed a socket under the facia in which to plug the lead of a parking lamp or a trickle charger. I have attached one side of the plug to an earthing point and the other to the A2 terminal on the regulator box. Before I use the plug I should like you to confirm that it is wired up correctly.

London, S.E.6. W. S.

IT is quite satisfactory to use the trickle charger and parking lamp connected via your plug to the A2 terminal and to earth. Actually, it might be a little better to connect the plug direct to the A terminal on your regulator box because this is in direct connection with the battery without being in connection with any other circuit.

Petrol Fumes

My 1947 car is in excellent condition, but there is always an unpleasant smell of petrol inside the car after a run of any length. The agents have failed to find the cause of this trouble even though all the petrol connections have been checked and found to be sound.

Honiton, Devon. D. B. D.

USUALLY, petrol fuming is caused by excessive pump pressure and this should be checked at the nearest depot of the pump manufacturers.

If the carburettor has an accelerator pump assembly this may also cause the fault by injecting neat fuel unnecessarily. If this mechanism is suspect you should contact the nearest carburettor agent, for this pump should not be dismantled other than by an experienced carburettor engineer. The setting of the unit is a matter of delicacy and accuracy.

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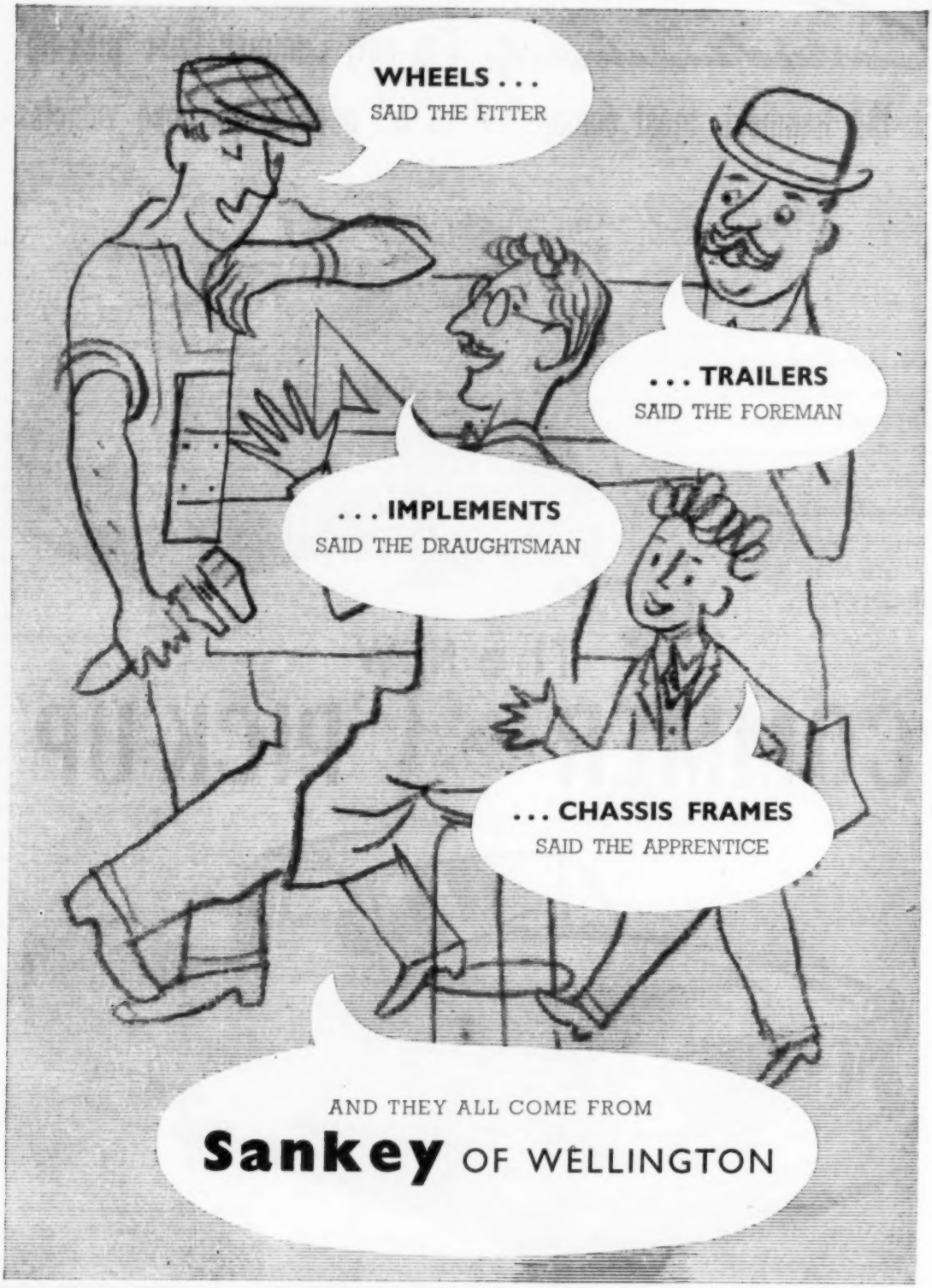

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R.W. Phillips: 1953 Trials Champion

R. W. Phillips won the R.A.C. trials championship by an impressive margin, and is seen in the small picture with the trophy. Provisionally presenting it (left), is D. H. Delamont, of the R.A.C., who was clerk of the course. On the right is the victor in action on section D2.

R.A.C. RUN INGENIOUS AND SUCCESSFUL EVENT IN WESTMORLAND

BEFORE any attempt can be made to describe this year's ingenious R.A.C. Trials Championship, held near Kendal, Westmorland, last Saturday, it is necessary to explain the system used by the R.A.C. to try to produce the true champion by giving everyone a fair chance and permitting even the smallest degree of success of one competitor over another to be recognized.

To be eligible to compete drivers had to have been first, second or third in three of the 18 trials named by the R.A.C. at the beginning of the year. To these competitors were added last year's winner, and some other drivers whom the R.A.C. considered worthy of being invited. The course, chosen by the Westmorland C.C., comprised four groups each of three sections, all in one valley, and the cars also were divided into four groups, so that each trio of sections was occupied by one of the car groups virtually throughout the trial. Additionally, drivers in each group balloted for starting order on their first section and then their order was changed on each of the remaining sections. This meant that all competitors had the same chance, remembering also that all grassy slopes had been "conditioned" in advance so that surfaces changed little in character or degree throughout the event.

Competitors got under way from the Kendal rugby ground from 9.30 a.m. onwards, groups diverging to their first allotted trio of hills. As group 4 prepared to assault the A group of sections, excitement started early with a four-wheel-drive four-wheel-drift down A1 by D. H. Delamont, clerk of the course, in a Land-Rover. The vehicle was neatly stopped broadside without overturning, and as a result of this incident a rope was produced to lower down gently or haul up such competing cars as might stick part way on the very greasy slope.

A curious collection of cars awaited the starter's orders for, of course, they were nearly all "specials," mostly fitted with Ford Ten engines, rather than orthodox production sports cars.

Up and Over

First to make an attempt was I. D. L. Lewis, who stormed up about three-quarters of the way before getting stuck. About the same result was achieved by J. Deeley and M. Wilde (who was fresh from his victory in the Gloucester trial of the previous Saturday), but P. A. Atkinson went at it with boundless verve, and sailed over the top in a way which made it seem almost easy. A2 was a very difficult section, with a protruding root which was struck so hard by Wilde that he bounced back to a lower position than that achieved by Deeley and others who had come to a halt more gently.

These small margins of success between one competitor and another were important, because a novel system of scoring was in use. A strong canvas tape lay alongside each observed section, and to this was attached a label showing exactly how far each competitor had climbed. Penalty marks were then awarded according to the order of the labels on the tape. A clean climb resulted in no penalty marks being given and if, say, four competitors made clean climbs, then the next best would have five penalty marks allotted, the next six, and so on.

On A3 T. C. Harrison, last year's winner, was particularly unlucky because he did well! He alone negotiated the first corner and although he was successful the section was cancelled because marking on the corner was too difficult.

On the B group of three sections failure followed failure. B1 started on a grassy slope in a farmyard, thereafter developing into a long, slippery climb. E. Harrison made the best climb, getting quite near the top, with Reg Phillips second and T. C. Harrison third. But the great majority did not get out of the farmyard at all, which was a veritable grave-

R. W. Phillips: 1953 Trials Champion . . . . continued

yard of labels and lost hopes. B2, a narrow gully, was a good section and, although not long, it separated the entry successfully. A handful of drivers did really well, and one of the last group to make the attempt, M. R. B. Cannon, went up very well indeed to take second place behind the extraordinarily successful Phillips, who was to win the event fairly comfortably.

On B3, Phillips again made the best climb—a procedure which became almost monotonous!—but this section was the only one to be criticized by competitors and spectators, for it began with an acute right-hand corner with a drop on the left, a combination which caused more than one car nearly to overturn on to the rocks just below.

Last year's winner and runner-up this year was T. C. Harrison, seen here in his Harford making one of the very few clean climbs of section D3.

M. R. B. Cannon storms up the rocky, tricky hill which was section D1.

The first C section was very rough and tricky, and was the only test on which Phillips really slipped up, having to be content to take 18th place. W. H. Waring was the victor this time with I. D. L. Lewis second. Excitement rose on C2 where T. C. Harrison alone made a clean climb. Remembering that the 21 drivers were the pick of the trials world this success was a reminder of that skill which last year had given him victory and this year was leading him to second place behind Phillips.

Like Father

Next best on the section was his son, Edward, who ultimately took fourth place behind Cannon. The third C section started in a muddy gateway and ran diagonally up a hillside. At the top was a hairpin, but only Phillips (best performer again), A. W. Lilley, T. C. Harrison and Cannon could be said to have had a view of this.

Of all the sections group D had just that extra interest, probably from competitors' viewpoints as well as for the spectators. This trio started with a vicious, rocky little hill, with a slippery right-angle corner at the bottom and a pronounced hump and wiggle towards the top. A number of competitors, such as P. A. Barden and J. Deeley, got stuck as a result of taking the first corner too fast, getting out of line, and bogging down. Wilde made a good climb, hitting the bump hard and thus getting just that bit farther than most. But W. H. Waring was on good form and managed an inch or two farther still. However, very near the end of the trial T. C. Harrison and Reg Phillips had still to make their attempts, and when they did they succeeded, by now almost inevitably, in taking second and first places respectively. Here, spectators' sympathies were with the two marshals whose duty it was to lower cars down with a rope after they had got stuck at the hump. T. C. Harrison's car, for example, slid back so quickly that one unfortunate marshal tobogganned down after him on the end of the rope.

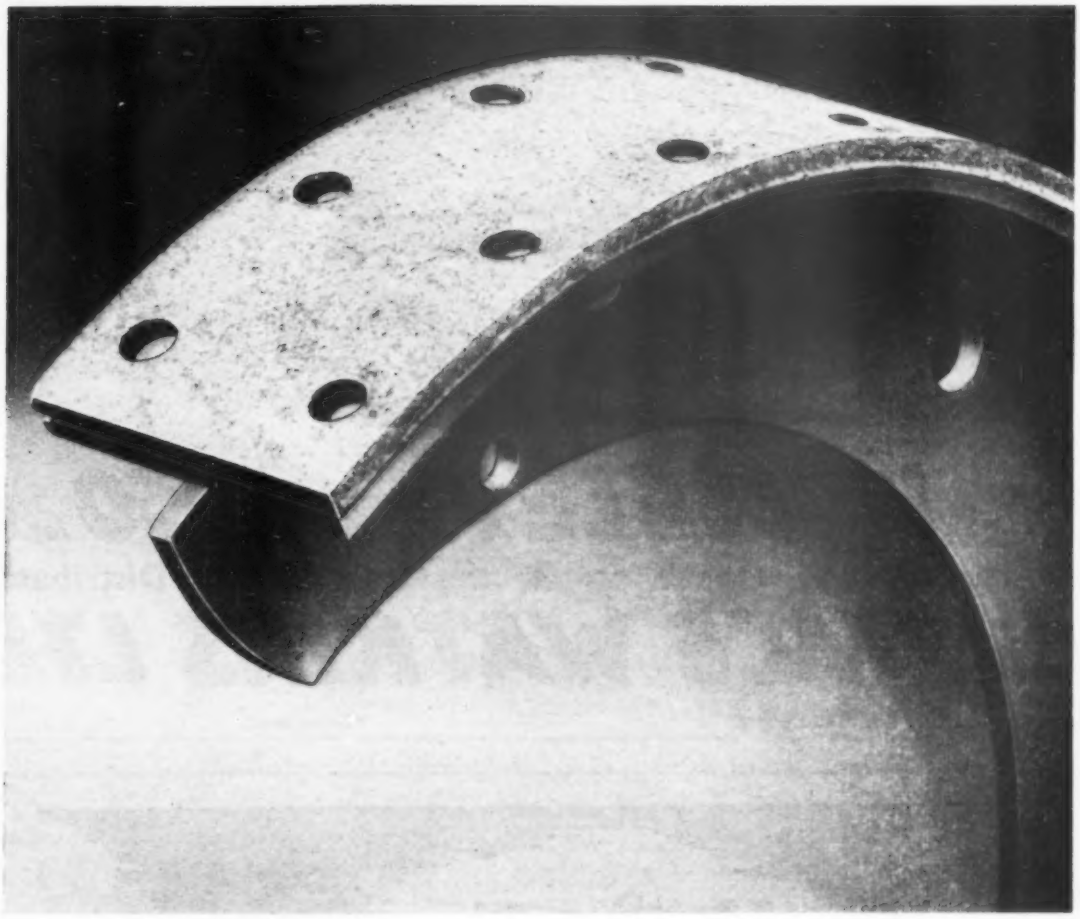
D2 was "easy," which made a pleasant change for competitors, and D3 then provided one of those dramatic tests where cars had to keep on going up, up and on until they disappeared from view over the hill top. The most unfortunate driver here was certainly B. H. Dees, who made what he and most spectators thought was a spectacular clean climb. But on the tricky hairpin which was the undoing of most of the entry he had come momentarily to rest, and there the marshal placed his label. In all there were four clean climbs of D3, and each one was loudly applauded by the sizable crowd. These were made by Phillips and T. C. Harrison, Wilde and Lewis.

The trial was the more interesting for including Irish competitors, of whom the most successful was S. Moore, and there was added interest provided by the North versus South contest, with Phillips scoring the major victory for the North and Cannon putting up the best performance for the South. The organization was first-class and the one real criticism—it was time that the championship was held in the south—was forestalled when Dean Delamont, of the R.A.C. competitions department announced on behalf of the R.A.C. after the trial that next year the northerners would have to do the long haul to get to the start.

PROVISIONAL RESULTS

R.A.C. Championship Trophy: 1, Le Tout 1.172 (R. W. Phillips), 45 marks lost; 2, Harford 1.172 (T. C. Harrison) 56; 3, Cannon 1.172 (M. R. B. Cannon), 72; 4, Harford 1.172 (E. Harrison), 75; 5, Atkinson 1.245 (P. A. Atkinson), 88; 6, Cotton 1.172 (R. Chappell), 95; 7, Chandler 1.172 (E. J. Chandler), 97; 8, W.H.W. 1.196 (W. H. Waring), 105; 9, Ford 1.172 (I. D. L. Lewis), 105; 10, Ford 1.172 (M. Wilde), 107. **Best North:** Le Tout 1.172 (R. W. Phillips). **Best South:** Cannon 1.172 (M. R. B. Cannon). **Best Irish:** Dellow 1.172 (S. Moore).

E. Harrison put up fourth best performance in the whole trial. He is seen here just leaving the start line of C3, where he made the fifth best climb.



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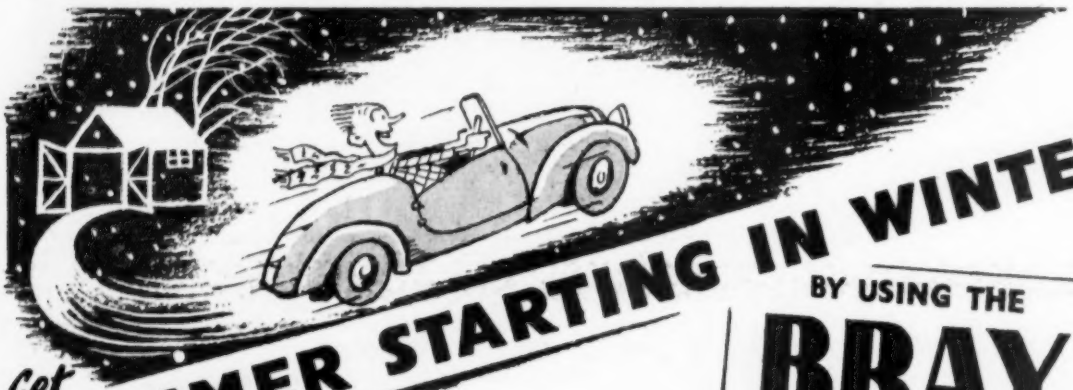

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THE SPORT

At the B.R.D.C. dinner in London last Friday Earl Howe is seen presenting Mike Hawthorn with the Richard Seaman Trophy for the most successful British driver in Continental motor races.

TRIALS CHAMPIONSHIP ● B.R.D.C. DINNER ● B.O.C. WELSH RALLY

QUITE an unusual state of affairs occurred at the R.A.C. Trials Championship, which was held in Westmorland last Saturday, for rarely before has an event of this type been held when criticism has been so notably absent. This may have been partly because the drivers, veritably the pick of the pack, were possibly less inclined to argue at decisions than their less experienced fellows might have been. Certainly it was one of the best trials for a very long time and the organization, the clever course which had been planned by the Westmorland C.C., and the standard of driving were the main reasons for such success.

After the trial there were no complaints, but singled out for special praise was the marking system whereby competitors scored on each section according to how many other drivers they had beaten. Reg Phillips put up a prodigious effort, for he made the best performance on four sections, was one of the only two to climb another cleanly, and he also was one of the few to make a clean climb on two other hills. Two drivers came over from Ireland, S. Moore and K. P. Murray, while Scotland was represented by the redoubtable but non-competing A. K. Stevenson, secretary of the Royal Scottish A.C. Perhaps next year we shall see some Scots among the entrants.

THE British Racing Drivers' Club annual dinner and dance, always a principal social event of the sporting year, took place at the Dorchester Hotel on Friday, December 11. After an excellent five-course meal, Mr. Tom Blackburn, of the *Daily Express*, announced a donation of £10,000 by his newspaper to the club. In thanking him, Lord Howe presented a special "Silverstone Trophy" in recognition of all Mr. Blackburn and the *Daily Express* had done to help the development of the circuit. Duncan Hamilton proposed the toast of the guests and elicited a witty response from Peter Ustinov.

Lord Howe presented the year's awards, which included the E.R.A. Club Trophy won by J. D. Hamilton and A. P. R. Rolt, the Johnny Wakefield Trophy shared by Mike Hawthorn and Ken Wharton, the John Cobb Memorial Trophy awarded to Ian Appleyard, and the Richard Seaman Trophy and the B.R.D.C. 1953 Gold Star, both of which went to Mike Hawthorn.

AFTER the R.A.C. Trials Championship the British Trials Drivers' Association held their annual dinner and dance, at Bowness, at which the awards for the year were presented. The function was well backed up by prizewinners in other fields than trials who had turned up in that relatively remote area to receive their awards. They included Ian Appleyard (best member's performance in international events), Miss A. Neil (ladies' prize), J. Ray (rallies) and, of course, R. Chappell, who won the coveted Gold Star for the most successful trials competitor during the year. This honour he very nearly lost to B. H. Dees, for their marks were 146 and 142 respectively, with N. H. Coates in third place with 114. Chappell, incidentally, was within a few points of the maximum which can be scored. Also among those present were Maurice Gatsonides, who was having a good look at an English trial, and A. K. Stevenson, secretary of the R.S.A.C.

J. M. Toulmin, D. H. Delamont, T. C. Harrison and the indefatigable secretary, D. G. Flather, all spoke, and Ian Appleyard and Reg Phillips each made some impromptu remarks; all of them were amusing. To round off this affair came a midnight film show—making a very full evening's pleasure.

The results of B.T.D.A. competitions over the year are as follows:—

Gold Star (trials): 1, R. Chappell, 146 marks; 2, B. H. Dees, 142; 3, N. H. Coates, 114; 4, R. W. Faulkner, 113; 5, E. J. Chandler, 112; 6, W. H. Waring, 111; 7 (tie), E. Harrison and M. Wilde, 105; 9, P. A. Barden, 85; 10, P. A. Atkinson, 76.

Silver Star (rallies): 1, J. Ray, 69 marks; 2, J. Cunningham, 52; 3, I. Appleyard, 50; 4, F. Marsh, 49; 5, D. O'M. Taylor, 45; 6, D. G. Scott, 39; 7, R. Holt, 37; 8 (tie), F. G. Davis, C. Hardman and B. Furnden, 35.

Ladies' Silver Garter: 1, Miss A. Neil, 41 marks; 2, Miss A. Newton, 39; 3, Miss M. Walker, 36; 4, Mrs. K. Hagde, 21; 5, Mrs. L. Baker, 10; 6, Miss A. M. Balfour, 9; 7, Miss H. N. Dunham, 7.

Marcel Becquart International Trophy: 1, I. Appleyard, 70 marks; 2, D. C. T. Bennett, 47; 3, A. G. Imhof, 41; 4, D. G. Scott, 22; 5, H. Holt, 11.

THE ten races which will count towards the 1954 World Championship have now been announced by the F.I.A. They are: the Argentine G.P. (January 17), Indianapolis 500-mile race (May 31), Dutch G.P. (June 7), Belgian G.P. (June 20), French G.P. (July 4), British G.P. (July 17), German (and European) G.P. (August 1), Swiss G.P. (August 22), Italian G.P. (September 5) and Spanish G.P. (October 24).

The task of deciding on the production cars from each country which, in standard form, comply with the new regulations governing this type of car for the European Touring Championship is now well under way. Each country has submitted a list of cars for approval, over 40 models being on the British list.

TENBY was again chosen by the Bugatti Owners' Club for their two-day Welsh Rally, which was held on December 12 and 13. The fog, which had covered much of the route the day before, cleared in time for the 10.30 a.m. start from Evesbatch Court, near Worcester, where 31 competitors assembled. No one was late at the second control and one-hour lunch stop at Hay-on-Wye, from which they all went to the four special tests on the Eppynt mountain circuit. The tests comprised regularity over three laps, the 1953 Monte Carlo Rally acceleration and braking tests, a reversing test and a hair-raising downhill rolling test on a tortuous one-mile course. G. Tyrer, Jaguar XK120, and J. W. E. Banks, Bristol, were outstanding in these tests, but J. Moore (Morgan Plus

THE SPORT . . . . . continued

Four) came close to Tyrer's best time in the acceleration and braking, and E. Wooding (Sunbeam-Talbot) was runner-up to Banks in the rolling test. The overnight stop in Tenby gave competitors a chance to forget the rally for a while and enjoy dining and dancing and a film show drawn from the latest Esso and Rootes libraries.

On Sunday morning there were two more special tests at the experimental establishment at Pendine. The first was a flat-out sprint over a 2,000-yard dead-straight, asphalt course, times being taken at quarter, half-mile, and kilometre distances. Tyrer was again outstanding, chased by T. Wright (Austin-Healey) and Shutler with his old 4½-litre Invicta.

On Sunday afternoon the rally headed for the finish over a difficult cross-country route, including the "alpine" pass between Brynammon and Llangadock, and all but one competitor successfully reached the finish at Droitwich. The provisional results were as follows:

1, Jaguar 3,442 (G. Tyrer), 357 marks lost; 2, Bristol 1,971 (J. W. E. Banks), 359; 3, Morgan 2,088 (J. Moore), 364; 4, M.G. 1,250 (B. Loxton) and M.G. 1,250 (H. Lotery), 381; 6, Sunbeam-Talbot 2,267 (P. Lee), 382.

ALTOGETHER, there are 402 entries for the Monte Carlo Rally next month, representing 21 nations and 50 makes of car. This time Britain has the largest total of entries, numbering 121 against France's 118; however, the position is reversed in the numbers of cars engaged, for there are 157 French cars involved against 148 British. These two nationalities, it will be seen, represent over half the entry, the next largest being Germany with 22 entries. There are, nevertheless, 49 German cars taking part, the remainder, of course, with drivers of other nationalities.

As far as the starting points are concerned, Monte Carlo comes out on top with 118 starters. Then comes Glasgow with 96, Lisbon with 56, Stockholm with 45, Munich with 36, Palermo with 20 and Oslo and Athens with 16 each. The Athens starters have the first batch of rally numbers, and by drawing lots, number 1 in the rally has been allocated to Stirling Moss, who will once again drive a Sunbeam-Talbot with Desmond Scannell and "J. A. C." as crew. One car will contain two previous Monte Carlo Rally winners, for "Maus" Gatsonides (1953 winner) and Marcel Becquart (1950 winner) are sharing the wheel of the actual Ford Zephyr with which the former won last year. They start from Lisbon.

COMING SHORTLY

DECEMBER 19.—Thames Estuary A.C. Annual Christmas party, Queen's Hotel, Westcliff-on-Sea, Essex, 8 p.m.
20.—Casablanca 12-hour race, Morocco.
20.—North London Enthusiasts' C.C. Christmas Trial, Whelpley Hill, near Chesham, Buckinghamshire, 10 a.m.
20.—W.O. Club. Social evening, George and Pilgrims Inn, Glastonbury, Somerset, 7 p.m.
20.—Seven-Fifty M.C. Wrotham Cup Trial.
20.—Bolton-le-Moors C.C. Driving tests, followed by a dinner and film show.
21.—Coventry and Warwickshire M.C. Christmas party and film show, City Arms Hotel, Earlsdon, Coventry.
26.—M.G. Car Club (S.W. Centre). Cecil Kimber Trophy Trial, Mile 3 Road House, near Bristol, 11.30 a.m.
27.—Cambridge 50 C.C. Mystery run, Market Place Cambridge, 10.30 a.m.

Prizewinners together after the B.T.D.A. dinner in Westmorland last Saturday with Maurice Gatsonides (left), an honoured guest. Left to right, after "Gatso," are T. C. Harrison, Miss S. Neil, J. Cunningham, Miss A. Neil, Reg Phillips, R. Chappell and B. H. Dees with, at the back, Ian Appleyard and J. Ray. T. C. Harrison was second to Reg Phillips in the R.A.C. Trials Championship, and other awards are listed in the B.T.D.A results given on the previous page.

IT now seems that the famous name of Auto Union will come back into competition, for the present company of that name (which has its headquarters in Dusseldorf, in Western Germany) is busy on the construction of a new sports car for next season's events. It will be based on the D.K.W. Sonderklasse, a three-cylinder 900 c.c. two-stroke engine being used in conjunction with front wheel drive; a maximum speed of 95 m.p.h. is expected from the sports version.

IT is with regret that the recent death, in Worcester, is recorded of L. V. Head, who was a member of the staff of *The Autocar* in bygone days. He was also a great friend and associate of S. C. H. Davis, acting as his mechanic when mechanics still rode in the cars, and his lap chart keeper in the pit in later days; he frequently contributed to these columns under the cognomen of "Caput." One can do no better than quote S. C. H. D.s tribute:—

"To my mind nothing in the world is so sad as the time when you have to say farewell to a very great friend. L. V. Head, at one time well known in the racing world as 'Caput,' was the man with whom so many of my races were shared. Delightfully obstinate, very certain of what he wanted, with an immense sense of discipline and knowing no compromise between right and wrong, Head was the most inspiring riding mechanic I ever had. All through a long race his flow of comment, criticism and humour enlivened success or made dire trouble more bearable, and when mechanics were carried no longer all racing seemed a lonely business. One example may suffice. We were dicing successfully against a well-known 'speed king,' and during this process I arrived at a right-angle corner much too fast. So down the escape road we went. As we did so Head tapped me on the shoulder, thumbed towards the turn and said, 'We go down there.' Also, I do not think there has ever been a chart keeper to equal Head nor anyone able to maintain the morale of a pit as high, in which circumstances his impish humour helped.

"In later years, for some reason I cannot fathom, Head seemed determined to withdraw from our world, and no letter, telegram or communication of any kind would draw him from his shell. None the less he remained one of my greatest friends and his memory will persist."

BEFORE the actual Le Mans-winning Jaguar is taken over by the *Ecurie Ecosse*, which has purchased the 1953 works team cars for use next year in sports car races, it will be displayed in the place of honour in the grand hall of the Henry Ford Museum in Detroit during a special exhibition of sports cars to be held there next month. This is the result of a special request to the Jaguar firm from the curators of the museum, and the car should form a great attraction to the exhibition.

J. A. Cooper was married in London last Saturday to Miss Shelagh Mulligan, daughter of Col. and Mrs. H. W. Mulligan of Fleet, Hampshire, and Vom, Nigeria. He is at present on his honeymoon abroad and thanks sporting readers for their many kind messages.

CLUB NEWS

Harrow C.C.—L. N. Needham has taken over the duties of honorary secretary. All correspondence concerning the club should be sent to him at 52, The Highway, Stanmore, Middlesex.

Leicestershire C.C.—The first section of the L.C.C. and John Bull Trophies trial, on November 29, set the tone of the event. Competitors either managed to complete it without loss of marks—there were 15 who attained this—or failed entirely, losing the maximum of 12 marks each. Peatling, which followed, proved simple, and no one added to their marks lost here; but Little Dipper made up for this deficiency. All competitors failed on this section, and only B. J. Bodenham escaped with six marks lost. After Laughton, on which there were eight clean climbs, two special tests were run at Bruntingthorpe followed by a lunch break at Kibworth. Four sections at Slawston defeated everyone, except for A. E. Marsh, E. J. P. Reynolds and F. T. Lewis, who climbed the first section. Finally, two sections on the old Gartree road were tackled, and then competitors and marshals pressed on to the finish at Leicester after a good day's sport.

Provisional results.—John Bull Trophy: Blandford (W. G. Tinsley), 45 marks lost. **L.C.C. Challenge Trophy:** Dellow (F. T. Lewis), 46. **First-class awards:** Ridlue 8pl. (W. J. Ridley), 48; Austin (B. J. Bodenham) 51; Dellow (A. E. Marsh), 52. **Second-class awards:** W.H.G. 8pl. (W. H. Green), 52; Dellow (N. Lawrence), 55. **Team award:** F. T. Lewis, W. J. Ridley, B. J. Bodenham.

W.O. Club.—A social evening will be held at the George and Pilgrims Inn, Glastonbury, Somerset, on December 20, from 7 p.m.

Southern Jowett C.C.—The cocktail party for members and friends at the Denmark, in south-west London, on November 29, was a friendly occasion. The annual dinner and a.g.m. takes place on January 20, at the Abbey Hotel, Park Royal, London, N.W.10.

Seven-Fifty M.C.—The Wrotham Cup Trial will take place in Kent on December 20. Invited clubs: Hants and Berks, London, Maidstone and Mid-Kent, Kentish Border, Falcon, Herts County A. and A.C. (Regulations from A. W. Butler, 1, Hawkhurst Way, West Wickham, Kent.)

Morecambe C.C.—The December Novelty Rally started in good weather on December 6 from the Hamilton Arms Hotel, near Garstang, Lancashire. Competitors covered 30 miles of narrow, and sometimes winding, roads through seven controls and four check points at a scheduled average of 24 m.p.h. By the end of the first section, many crews had already lost marks. En route an eight-mile regularity test, which had to be covered at four different average speeds, sorted out the entry. After this, drivers were told to return to the start, following exactly the same route as on the outward run; this entailed reading the route card backwards. Only six of the 17 starters managed to complete the course, and of these the winner alone was on time. **Results:** 1, Vauxhall (E. G. Vanner), 3 marks lost; 2, S.M.S. (J. Shaw), 33; 3, Citroen (E. W. A. Baker), 89.

Sunbeam-Talbot O.C.—Competitors started from 30 different points in the Bournemouth Winter Rally, on December 5, which finished with a series of tests on the Undercliff Drive; each competitor covered a course of about 200 miles. A dinner-dance and presentation of prizes, at the Royal Bath Hotel, Bournemouth, rounded off the day's entertainment. Winner of the class for Sunbeam-Talbot cars was F. Downs; runner-up, S. B. Southcombe. An equal first award for non-trade owners was won by J. A. Lanz. F. Downs also carried away the George Hartwell Cup for the outright winner. Best of the Hillman contingent was S. Scali, with K. Gregory second.

Cornwall Vintage C.C.—Presenting the year's trophies at the annual dinner, at the Bristol Hotel, Newquay, on December 5, was Mrs. E. N. Willyams, wife of the club's president. She had special congratulations for Mrs. Russell, the only feminine driver featuring in the awards list, who gained third place in the Davidstow driving tests in the summer. L. B. Fredman, of the Plymouth M.C., proposed the toast of the club, saying that he hoped the co-operation between the two clubs which had started the race meetings at Davidstow this year would continue for many years. Responding to this toast, Colonel E. N. Willyams recalled how he had driven from Newquay to Northumberland in 1906 in a 1904 Argyll, being greatly excited at reaching Exeter, 77 miles, the first day. Presiding over the dinner was the chairman, J. W. Limmer.

Thames Estuary A.C.—The Cats Eyes rally, run for the first time at the beginning of this year, has established itself as a worthy test for experts in the art of night navigation. Regulations are out for the next event in this series, to be run on February 6-7. However, those drivers who have been frightened away from night trials by the necessity of abandoning their cars at controls to hunt for an elusive marshal in a deserted swamp or thicket may enter in the Cats Eyes without fear of such exertions. All time controls and route checks are on metalled roads, and competitors will not have to search on foot for hidden clues and marshals. Toughness is reserved for testing the merit of good driving and accurate time-keeping. There are four main sections, one of which is a regularity test; this will be divided into three sections, drivers having to average the same speed on the second and third sections as they attained on the first. The mileage of each of the three sections will be given to competitors at the start of this test. Starting from Southend-on-Sea at 7.31 p.m. on February 6, competitors will follow a circular course which finishes at Southend. The course is suitable for all types of car, and it is interesting to note that the two unpenalized cars in the last event were an M.G. TC and a 14 h.p. Lea-Francis saloon.

Entries will be divided into the following classes: open, up to 1,500 c.c., 2,500 c.c., over 2,500 c.c.; closed, up to 1,500 c.c., 2,500 c.c., over 2,500 c.c.; specials and supercharged cars, closed. Teams of three cars each will be eligible. Invited clubs: London, N.L.E.C.C., East Anglian, Eastern Counties, West Essex, M.G. (S.E. Centre), Lloyds M.C. (Entries close January 21; S. L. Offord, 68, Exford Avenue, Westcliff-on-Sea, Essex.)

M.G. Car Club (S.W. Centre).—The programme for 1954, announced at the annual general meeting on November 28, includes a navigational rally, a gymkhana, the Kimber Trophy Road Trial and the Western Rally. The existing committee was re-elected with the addition of three new members, and thanks were expressed to the secretary, Dr. Michael King, and the treasurer, E. Goodenoughe, for their work during the year. After the annual prizes had been presented and members' photographs of the season's events judged, there was dancing until midnight.

A course of about 30 miles, with observed sections and driving tests, has been arranged for the Cecil Kimber Trophy Trial on Boxing Day, December 26. This will be a family event, starting from the Mile 3 Road House near Bristol, and is suitable for all types of cars. Invited clubs: Bristol, Burnham, London, Exmoor, V.S.C.C., Sunbac, and West Hants and Dorset C.C. (Entries close tomorrow, December 19; G. L. Bird, 67, Bristol Road, Keynsham, near Bristol.)

Monte Carlo Rally British Competitors Club.—Among the facilities offered by this organization in connection with the Monte Carlo Rally is a charter plane for members and other enthusiasts who wish to fly to the Principality for the finish of the rally. Plans have been made—they depend, of course, on whether there is sufficient demand—for a plane to leave Blackbushe Airport, Hampshire, on Wednesday, January 20, and return from Nice on Tuesday, January 26. The cost is expected to be from £21 to £26, return, inclusive of coach fares between Nice and Monte Carlo. Anyone interested should write to Major Raymond Gough, 2, Malcolm Court, 38, The Avenue, Branksome Park, Bournemouth

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Morris "J" Van 10-cwt.	£466	9	1

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1950 Javelin de Luxe saloon, in perfect condition	£550
1947 Morris 10 Sun saloon, immaculate	£350
1939 Standard 12 Sun saloon, unmarked	£250
1952 Bradford de Luxe utility, 4 seats, one owner, 7,000 miles, undersealed, heater, 35-40 m.p.g., as new	£475

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A copy of Mr. Hartley's full report is available on request.

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IN BRIEF

Net trading profit for the twelve months ended August 4 of Clear Hooters, Ltd. was £17,447.

Mr. R. A. Munro has been appointed sales promotion manager by the Regent Oil Co., Ltd.

Group profit for the 12 months ended July 31, 1953, of Birmid Industries, Ltd. was £550,987 (£961,234 previously). These figures take into account all charges.

Mr. G. W. P. Page, A.C.G.I., A.M.I.E.E., is retiring on medical advice after thirty years with the British Thomson-Houston Co., Ltd. His position as press liaison officer will be taken over by Mr. P. C. Spencer.

The 1954 edition of the catalogue of R. Cadisch and Sons, Red Lion Square, London, W.C.1, has been issued. It is so large and comprehensive of accessories, tools and materials as to be almost a reference book, but is available to motor traders only.

With regret *The Autocar* records the death early this month of Mr. T. R. Blake, of the Nuffield Organization. He joined Wolseley Motors, Ltd. in 1936 and for some years had been a Nuffield sales representative covering Wales and the West of England.

Jarvis and Sons, Ltd., 57, Wimbledon Hill Road, and Morden Road, London, S.W.19, have been appointed area sub-dealers for Aston Martin and Lagonda cars in the Metropolitan area of Surrey, embracing Croydon, Sutton, Ewell and Wimbledon. Previously the company was concerned entirely with Nuffield vehicles.

Mr. C. L. Binks has been appointed general manager of Amal, Ltd., Holdford Road, Witton, Birmingham, 6, in place of Mr. T. W. Clibbery. Mr. F. W. Clibbery has been elected a director of the company and assistant general manager.

Lubrication service weeks will be held from January 11 by the Porthcawl Omnibus Co., Ltd., The Garage, Newton, Glamorganshire, and from January 18 by the Stadium Garage, North Road, Cardiff. Lubricants manufactured by the Regent Oil Co., Ltd. will be featured and Regent technical advisers will be present on each occasion.

Henlys, Ltd. have recommended a final dividend on the reorganized ordinary shares of 32½ per cent less income tax, which, with the interim dividend, makes a total for the twelve months ended August 31 of 40 per cent (25 per cent previously). The net trading profit of the group was £323,165 (£255,308 previously). The net profit was £148,177 (£103,470 previously).

Mr. N. C. Robertson, M.B.E., F.R.S.A., A.I.E.E., M.Brit.I.R.E., M.I.P.E., has resumed his duties as deputy managing director of E. K. Cole, Ltd., the radio manufacturers, after two years' voluntary service with the Ministry of Supply as director-general of electronics production. While at the Ministry, Mr. Robertson was responsible for the co-ordination of production of electronic equipment essential to the defence programme.

A donation of £105 has been made by the Dunlop Rubber Co., Ltd. to the British Travel and Holidays Association.

Halls (Finchley), Ltd. have appointed Mr. W. D. Slatter as sales manager. He was previously with The Car Mart, Ltd.

Mr. Reginald C. Gardner has been appointed manager of the London office and showrooms of the Measham Motor Sales Organization, Ltd. He was previously with J. Davy, Ltd.

Mr. Allan Botwood, who recently resigned his managing directorship of Harry Ferguson, Ltd., is to join the Rover Co., Ltd. early in the New Year to take charge of sales.

Obtainable free from C. C. Wakefield and Co., Ltd., 46, Grosvenor Street, London, W.1, is an interesting booklet on the origins, history and practice of the Monte Carlo Rally. It is well illustrated, with covers in colour.

Mr. A. W. Wright, managing director of the Champion Sparking Plug Co., Ltd., and Mr. H. G. Starley, the deputy managing director, will be in the U.S.A. during the first weeks of the New Year, where they will visit the Champion factories at Toledo and Detroit. They will also visit the factory at Windsor, Canada.

From January 4 the Car Mart, Ltd. showrooms at 37, Davies Street, Grosvenor Square, London, W.1, previously operated by Standard and Triumph Sales, Ltd., will be merged into the Car Mart sales organization, which specializes in Austin sales, service and spares. The premises at Boundary Road, St. John's Wood, London, N.W.8, have now ceased to be operated as a service department.

Profit of Vokes, Ltd. for the twelve months ended June 30 was £252,083 (£201,927 previously). This figure was arrived at after making all necessary provisions and charging depreciation. Net profit of the group after taxation was £85,409 (£72,771 previously). After deducting the net profits, less losses, of the subsidiaries for the year, carried forward in their accounts, the net profit of Vokes, Ltd. was £74,398 (£70,202 previously).

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16800. 1921 11.9 h.p. Phoenix
"E.R.W."—Any available information, maintenance hints, oiling chart and a handbook.

No. 16801. 1934 14-45 h.p. Talbot
"J.W."—General information and a handbook or workshop manual.

No. 16802. Handbooks Required
"J.A.E."—1951 Ford Pilot workshop manual
"D.D.N."—1936 Singer Nine.
"H.S.H."—508C Fiat.
"G.S.A."—1939 Lanchester Fourteen Roadrider.
"P.J.D."—1938 Morris Twelve.
"C.M.W."—1938 Standard Ten.
"E.Mc.A."—1936 Chrysler Richmond.
"E.M."—1944 Model E 30 h.p. 4-litre Daimler.

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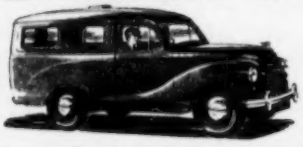

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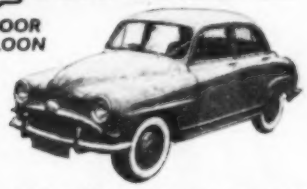

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REQUIRED, good used A.C.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

XXX H. F. Edwards offer immediate cash for good A.C. cars.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

ALFA-ROMEO

!! Chipstead Motors, Ltd.—See our advertisement
•• under "Sports Cars." [C1046

1952 model 1,900 Alfa 4-door saloon, fitted heater, radio, covers, 7,000 miles, immaculate condition; £1,975.—Box 2432. [4523

BARTLETT.—Alfa-Romeo 2.3 6-cyl. 4-wheel l.s. semi-streamlined saloon, paintwork unmarked; £450.—27a, Pembridge Villas, W.11. [C1013

BARTLETT.—Alfa-Romeo 1,750 s/c 100 m.p.h. drop head coupe, just reconditioned by expert engineer; £325.—27a Pembridge Villas, W.11. [C1015

TARGA Florio R.L.S.S. 2-seater, entirely rebuilt, a unique car, 1,750 twin-cam James Young drop head coupe; supercharged 2.3 Farina d.h. coupe, 1,750 supercharged Castagna 2-seater, specimen condition.—Johnson & Brown, Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2322. [C5049

Alfa-Romeo Cars Wanted

BARTLETT will pay more for good Alfa-Romeos.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520 [0214/R

ALLARD

B. J. HUNTER, Ltd., offer:—

1951 Allard P.1 saloon, fitted innumerable extras, positively unmarked; £595.

1950 Allard P saloon, just fitted new tyres, really as new; choice of 2 from £500.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

RICHARDS & CARR always best value.

M2X drop head foursome, completely indistinguishable from new throughout; £675.

1952 Allard P1 saloon, 15,800 miles, one owner, beautiful car; £675.

1951 J2 2-seater, Ardun heads, spotless; £425.

1949 drop head coupe, reconditioned engine, heater, excellent example; £395.

1948 drop head coupe, grey, good tyres, wing mirrors; £265.

35, Kinnerton St., London, S.W.1. Sloane 5424. [C5045

SALES & WANTS

Turn to page 78 for Advertisement Form

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ALLARD

PERFORMANCE CAHs for Allards; good selection available; see under "Sports Cars." [C5041

ALLARD Safari estate car; see our advert. under "Utilities."—Walthamstow Motor Co. [4516

475gns.—Allard 1949 sports 2-seater, tonneau cover, carefully used, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

CAMDEN MOTORS for Allards.—1949 drop head foursome coupe, beautiful specimen in smart metallic finish, leather interior and almost brand new hood and tyres, steering-column gears, etc., most outstanding mechanical order; £425.

CAMDEN MOTORS for Allards.—1951 saloon, superb order and with many extras; £495.

CAMDEN MOTORS for Allards, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055

Allard Cars Wanted

ROWLAND SMITH'S, the C. Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd.

FOR immediate purchase of your Allard.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

ALLARD 1950, low mileage, one owner saloon wanted privately.—Box 2340. [4245

J2 or K2 wanted for cash.—Tel. Valentine 4674 after 6 p.m. [W2018

BARTLETT will pay more for good Allards.—27a, Pembridge Villas, W.11. Bayswater 0525. [W1015

RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W5045

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford. Middlesex. Ealing 8841. [W5041

ALLARD 4-seater tourer, must be good condition and reasonable price, standard coachwork essential.—Details to Ripleys (Bridlington), Ltd., Hamilton Rd., Bridlington. Tel. 2292. [4426

ALVIS

DICKS.

1938 Alvis 12/70 saloon, recent complete mechanical overhaul, bills with us; £350.

DICKS CAR SALES, Ltd., 585-401, High Rd., Kilburn. Maida Vale 6868-9. [C1072

B. J. HUNTER, Ltd., offer:—

1948 Alvis 14hp sports 2-seater, very attractive streamlined car; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

GUY SALMON AUTOMOBILES, offer:—

1951 Alvis 3-litre drop head coupe, snow shadow with red leather upholstery, red mellorod hood, just passed out by makers, whitewall tyres, an absolutely superb example and indistinguishable from new in every respect; £1,195.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

BROOKLANDS: Alvis distributors, new 3-litre.

1953 Alvis 3-litre T.C. saloon, 2,000 miles.

1953 Alvis 3-litre sports 2-seater; 600 miles.

1952 Alvis 3-litre saloon, small mileage.

ALVIS cars examined and guaranteed.

DEFERRED terms; buy or sell your car.

103, New Bond St., London, W.1. Mayfair 8551-6. [C1027

1952 3-litre Alvis sal., black, one owner, except. cond.—Below.

1951 model 3-litre Alvis Tickford coupe, maroon, radio, heater, 25,000 miles.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5356. [C4029

!! Chipstead Motors, Ltd.—See our advertisement
•• under "Sports Cars." [C1046

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

1939 November Alvis 14 sports tourer; £225.—Conway, 19, Langdale Rd., Preston. [4247

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C5041/R

ALVIS 1957 Crested Eagle, body needs attention; £125.—Mason Bros., 81, Blagden St., Sheffield. Tel. 20744. [4399

ALVIS 3-litre, mid-1951, maroon saloon, mileage 24,000, condition as new, one owner, £925, no dealers.—East 3604. [5980

1952 Alvis 3-litre saloon, black, radio and heater, one owner, superb condition; £1,100.—Odeon Motors, Ltd., Barnet 1144. [C5028

ALVIS 3-litre saloon, metallic grey, late 1951 (1952 modifications), one owner, 16,000 miles; £995.—Campbell Symonds, Arnold 2246. [C1037

1937 4.3 Alvis Vanden Plas drop head coupe, black, very smart; £325.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C5045

1939 (October) 12/70 Sportsman saloon, in excellent condition, outward appearance as new; £500.—Vicary, High St., Battle, Battle 425. [4265

1952 Alvis 3-litre saloon, one owner, Alvis maintained, guaranteed; £1,125.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Tel. Kingston 2241. [C4053

1952 Alvis 3-litre saloon, black with tan leather upholstery, carefully maintained and in excellent order; £1,150.—Inglis Automobiles, Ltd., 64-78, Pitt St., Edinburghh, 3. Tel. 26287. [4354

1948 (September) Alvis 14, fitted with extremely smart utility body, very roomy 4/5 seats, finished maroon/natural wood, rattle free, excellent chassis, fitted heater and taxed; £450.—ERIC HAYES, Ltd., 15, Bishops Bridge Rd., Paddington W.2. Paddington 0289. [C2033

ALVIS 1948 (August) drop head coupe, black, beautiful condition, H.M.V. push-button radio, heater, new Hepolite pistons; £595.—Easton, Helford Cottage, Charlton Ave., Walton-on-Thames, Surrey. [4190

1950 Alvis 14 saloon de luxe, finished green with green leather upholstery, fitted heater, total mileage only 24,000; £795.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [4356

1953 (Aug.) Alvis 3-litre special finish in black and maroon with maroon leather upholstery, fitted H.M.V. radio, heater, 2 fog lamps, rim finishers, etc., total mileage only 6,000, in new condition; £1 400.—JAMES H. GALT, Ltd., 52, Woodlands Rd. Glasgow, C.3. Douglas 7598. [4352

1938 Alvis Silver Crest sun saloon, black, Ace discs, rebuilt throughout and in first-class condition, property of a motor engineer; £325.—Maycroft Motors, 24, Lyntom Rd., Hornsey, N.8. Mountview 4871. [4128

1953 Alvis 3-litre saloon, special finish in black and blue with blue leather upholstery, total mileage only 7,000, guaranteed in new condition; £1,300.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow C.3. Tel. Douglas 7598. [4353

1951 Alvis 3-litre Tickford drop head coupe, maroon with fawn leather upholstery, most carefully maintained by one owner, guaranteed to be in first-class order; £960.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [4355

XXX Quite exceptional; 1948 (August) Alvis 14 drop head 4-seater coupe, black with fawn leather and nearly new fawn hood, heater; most immaculate appearance; written guarantee.—H. F. Edwards, 200, Gt. Portland St., London, W.1. Langham 0012. [C2008

695gns.—Alvis 14, September, 1949, foursome drop head coupe, green, fawn, leather, heater, one owner, small mileage, very carefully used, exceptional condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

£295!!!—Alvis 12/70 sports saloon, late pre-war model 1938-9, in even better condition than many a post-war car, coachwork and interior particularly well maintained, lively but economical engine, good tyres, several other interesting Alvis models—Speed 20, Speed 25 Silver Crest, Silver Eagle, also a 1948 Alvis 14 drop head foursome coupe.—CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

B. J. HUNTER, Ltd.

FOR immediate purchase of your Alvis.

B. J. HUNTER, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

REQUIRED, good used Alvis.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

PERFORMANCE CARS urgently require Alvis's.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ALVIS Speed 25, 1939 model, urgently required.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7255/7154. [W1046

XXX H. F. Edwards offer immediate cash for good Alvis cars.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0590/R

Alvis Spares and Service

MANCHESTER.—Alvis repairers and spares, main agents.—A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0653/R

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-5-4. 'Grams, Alvisar Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, Alvis, Coventry. [0951/R

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0591/R

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080) and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0389/R

AMERICAN CARS

ATTENTION!!!

LARGE selection of post-war American cars in stock; see under individual classifications.—Simpson's Motors (Wembley), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

SIMPSON'S offer:—

1951 Ford de luxe, 2-door, radio, heater, extras, r.h.d., black, 16,000 miles.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

CAMDEN MOTORS offer:—

1952 Chrysler Windsor de luxe saloon, right-hand drive.

1950 Studebaker Champion 22hp drop head foursome coupe, right-hand drive, electric hood, leather, overdrive.

1949 Buick Super 8 de luxe saloon, very low mileage indeed.

1948 Buick Super 8 de luxe 4-door saloon, right-hand drive.

1949 Packard Super 8 4-door saloon, right-hand drive (2nd series), in cloth, with overdrive.

1949 Packard 8 2-door saloon, right-hand drive, in leather.

1947 Packard Clipper de luxe 4-door saloon, right-hand drive, overdrive, etc.

ALSO late pre-war Buick saloons and drop heads, Cadillac, Chrysler, Hudson, Dodge, etc.; call, write or 'phone for details.—Camden Motors, Leighton Buzzard, Beds. Tel. 2041 (5 lines). [C1035

METCALFE & MUNDY, Ltd.

1952 Buick saloon, right-hand drive.

1950 Chevrolet de luxe 4-door sedan.

1949 Cadillac convertible.

1949 Oldsmobile hydramatic saloon, 12,000 miles.

1948-9 Cadillac saloon.

1947 Pontiac convertible, all extras.

1939 Ford V.8 drop head coupe.

280 Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

GUY ALFREDS & Co., Ltd.—1949 (registered 51) Chevrolet Fleetline saloon, 1952 condition throughout.—6-7 Warren St., W.1. Euston 3268. [C1005

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

JOE THOMPSON (MOTORS), Ltd., offer selection late model American cars including Pontiac station wagon, 4-door, all wood, radio and heater; specimen car.—97, Fulham Rd., S.W.3. Kensington 4858. [C4028

495gns.—Chrysler 1946 26hp Windsor foursome convertible coupe, r.h.d., column gear change, fluid drive, electrically operated hood, flashing indicators, built-in radio, excellent condition; terms, exchanges.—Rowland Smith, below.

495gns.—Plymouth 1947 26hp special de luxe saloon, r.h.d., column gear change, one owner, excellent condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

£777!!! 1948 (genuine not registered) Oldsmobile Dynamic Torpedo Club sedan, large 6-seater, this car having the latest shape is similar to 1952 series and looks like it, tremendous chrome front, specimen vehicle, has typical million dollar look.—Below.

£455!!! Chrysler Plymouth 24hp economical special foursome drop head coupe, electric hood, built-in heater, radio, extras, etc., magnificent vehicle, wheel ornaments, first regd. 1946 but hardly looks used at all; also choice special fixed head coupe model, 3 months' guarantee; hire purchase, exchanges.—LAMBS, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

American Cars Wanted

ATTENTION!!!

SIMPSONS, The American Car Buyers, require all American cars.—Wembley 8691/3903. 345, High Rd., Wembley. [W4015/R

POST-WAR American cars wanted.

REG. TIMMS (MOTORS), Ltd., 17-18, High St., Toddington, Beds. Tel. 31. [W4064

AMERICAN car wanted for cash.—Tel. Valentine 4674 after 6 p.m. [W2018

LHD any make, good condition; state price.—Box 2319. [4219

JOE THOMPSON (MOTORS), Ltd., require American cars.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027

American Cars Wanted

METCALFE & MUNDY, Ltd., will buy your American car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

ARMSTRONG SIDDELEY

WM. WELBECK MOTORS, Ltd., offer:—

1953 (July) Sapphire 6-light saloon, in two-tone grey with red leather, radio, heater, twin-carburettors, electric preselector, 7,000 miles, identical to brand new; £1,585 (approximately £300 under price new).

AND

ANOTHER brand new unregistered discontinued-line Armstrong Siddeley at an unbelievably low price:—

ONE only, Whitley 2-door saloon (similar to the Typhoon), in black with red leather, synchromesh gear box, full maker's guarantee; this very rare model was originally priced at over £1,400; our price £1,095.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines). [C4049

P & J

PASS & JOYCE, Ltd. (England's largest distributors), offer:—

1952 Armstrong Siddeley Whitley saloon, preselector gearbox, 1 owner; £895; one week's free trial guaranteed; deferred terms available.—184-188, Gt. Portland St., W.1. Museum 1001. [C3039

TOM GARNER, Ltd., offer

1953 Armstrong Siddeley 2.3-litre (6-light) Whitley saloon, grey with blue leather, heater, radio, 6,000 miles only; £1,095.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

B. J. HUNTER, Ltd. offer:—

1953 Armstrong Siddeley utility saloon, very low mileage, as new; £795.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

HAROLD SIMONS, Ltd., offer:—

1950 Armstrong Siddeley Lancaster 4-door saloon, black, brown hide leather bench type front seat, washable roof lining, a most carefull maintained car throughout, £595; 3 months' written guarantee, free service after-sale; exchanges deferred; trade enquiries welcomed.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley East Finchley Tube). Finchley 0052-53. [C4065

GUY SALMON AUTOMOBILES offer:—

1953 Armstrong Siddeley Sapphire 4-light saloon, black/brown leather, 10,000 miles, fitted selectric gear box, indistinguishable from new in every respect, offered at a considerable saving under list price; £1,550.

1951 Armstrong Siddeley Whitley saloon, grey/blue leather, one owner, immaculate; £755.

1950 Armstrong Siddeley 18hp Lancaster saloon, 26,000 miles, black, beige leather, very well maintained example; £595.

1950 (November) Armstrong Siddeley Hurricane coupe, most exceptional condition; £595.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

BROOKLANDS: Individuality, new and used cars.

1950 Armstrong Typhoon saloon, excellent condition.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

!!—Chipstead Motors, Ltd.—See our advertisement ** under "Sports cars." [C1046

1952 Armstrong Siddeley Whitley saloon, one owner, fitted radio, genuine small mileage; £895.

RIPCO, Ltd. (Armstrongs Purchased), 16, Albemarle St., Mayfair London, W.1. Hyde Park 2952-3-4. [C5052

1938 Armstrong Siddeley 14hp saloon, one owner, genuine 43,000 miles only, re-sleeved; £175.—Per. 7366. [4450

GUY ALFREDS & Co., Ltd.—1952 Armstrong Siddeley touring utility, superb order.—6-7 Warren St., W.1. Euston 3268. [C1005

ARMSTRONG drop head coupe, Hurricane, November, 1953, blue, heater, 1,000 miles only, as new; £950.—Tel. Fleet 225. [4409

1950 Armstrong Whitley saloon, radio; £695.—Gordon Cars (London), Ltd., 373, Euston Rd., London N.W.1. Eus. 6611. [C2023

1953 (September) Armstrong Sapphire saloon, black, red leather, mileage 4,000; £1,650.—Weybridge Automobiles, Weybridge 233. [4307

1946 Armstrong Siddeley Hurricane 4/5-seater drop head supremely lovely condition, really must be seen; exchanges with cash adjustment on either side.—SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe Bournemouth. Tel. Southbourne 43344. [C4024

CASS'S MOTOR MART.—Armstrong Siddeley 17 limousine, black, 46,000 miles, chauffeur maintained; £275.—5, Warren St., W.1. Euston 3523. [C1040

£395—Armstrong Hurricane coupe (Oct., 1946), grey with grey leather, very well maintained.—Stratstone Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C4022

£250—1939 Armstrong 25 7-passenger limousine, ready for immediate use; £90 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6456. [C1024

1936 Armstrong 20hp saloon, excellent order; £65; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge, Middx. Tel. Uxbridge 122. (Opp. G.P.O.) [C5055

1951 (Dec., 1950) Armstrong Siddeley Lancaster saloon, heater, preselector gear, excellent condition; £595.—39, Morton Way, Southgate, N.14. Pal. 2870. [4507

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ARMSTRONG SIDDELEY

ARMSTRONG SIDDELEY 18hp, May, 1952, Hurricane drophead, grey with blue leather upholstery; virtually as new; many extras; £650 or near offer.—Tel. Birmingham South 3018. [4367

1953 Armstrong Siddeley Sapphire 6-light saloon, 2,500 miles, 2 carburetter model, synchromesh gear box, heater, as new; £1,595.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

1951 (October) Armstrong Siddeley Lancaster saloon, black, one careful owner, H.M.V. radio fitted; guaranteed mileage 19,000; £675.—A. Dey & Co., 18, Hardman St., Liverpool, 1. Tel. Royal 5037. [4405

1953 July Whitley 4-light saloon, 1,800 miles only. Langham grey and green with green hide, brand new condition; reasonably priced.—Reeve & Stedeford Ltd., Broad St., Birmingham. Mid. 0842 P.B.X. [5996

WORDS cannot over-describe this 1937 Armstrong 17 saloon; first viewer will not hesitate at £195; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8894. [C3059

1948 (Nov.) Armstrong Siddeley Typhoon, fawn, brown hide, one owner, 23,000 miles, superbly kept, and genuinely in next-to-new condition throughout; £495.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4035

1951 (November) Armstrong Siddeley Lancaster 4-door de luxe saloon, fitted finest quality loose covers, one owner, black, exceptional condition throughout; £645.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1952 Armstrong Lancaster, one owner, 12,000 miles, radio, heater, etc., finished grey, maintained by makers, perfect throughout; £795, trade and part exchange enquiries invited.—G. P. Morley, Ltd., 94, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

£265!!!—Rare and beautiful Armstrong 14 de luxe saloon, look at this vehicle, it's immaculate, open the doors, the leather smells new, drive it, it's magnificent, this vehicle is irreplaceable and the finest value we can offer to-day.—Below.

£525!!!—Specimen condition 1949 Armstrong Hurricane drop head coupe, this vehicle should be seen and compared with others offered, it's just like brand new; 5 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

525 gns.—Armstrong Siddeley, October, 1950, 18hp Hurricane foursome drop head coupe, dark blue, leather, preselector, heater, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

LIMOUSINE, 1951/18hp, partition, forward occasionals, genuine low mileage, black, original private owner, immaculate, £985. Alpe & Saunders (7-seaters purchased). Providence Court, North Audley Street. Mayfair-2941. [C1006

Armstrong Siddeley Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212. [0171/R

RROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/9

CHARLES FOLLETT, Ltd., official Armstrong Siddeley agents.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956-7-8. [W2010

KIRKWOOD CARS buy pre-war Armstrong.—78, Streatham Hill, S.W.2. Tulse Hill 1288. [W2037

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183/R

XXX H. F. Edwards offer immediate cash for good Armstrong Siddeley cars.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

PASS & JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1001. [0635/R

7-SEATER privately owned 1938/39 Limousines required, also 18hp 1951/52—cash waiting. A. & S., 2, Providence Court, North Audley Street. Mayfair-2941. [W1006

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY owners, complete overhauls, service, 48 hours' exchange engine service; prompt guaranteed work by specialists.

PRESELECTOR gear boxes; exchanges, reconditioning.—Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. [0644/R

BIRMINGHAM joint distributors; spare parts from 1932.—Frank Moseley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0548

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216-7. [0602/R

PASS & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edgware Rd., Hendon, N.W.9 (Colindale 5451). [0760/R

ASTON MARTIN

!! Chipstead Motors, Ltd.—DB2 1953; see our advertisement under "Sports Cars." [C1046

ASTON MARTIN

FRIARY MOTORS, Ltd.

1938 (first reg.) Mk. II l.c., red, a fine specimen, immaculate; £495.

1937 (first reg.) Mk. II s.c., green; £375.

1937 2-litre saloon, black; £225.

1933 Le Mans s.c., green; £225.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [4485

HW. MOTORS, Ltd., offer:—

1953 (June) Aston Martin D.B.2 saloon, finished medium metallic blue with grey piped blue leather upholstery, fitted Vantage engine, this car is virtually as new, having only covered 5,000 miles; £2,275.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042

BROOKLANDS: Aston Martin sole distributors; 1954 models available; cars on show and for demonstration.

1952 Aston Martin D.B.2 saloon, very carefully used, immaculate condition.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8551-6. [C1029

Aston Martin Cars Wanted

RROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CHARLES FOLLETT, Ltd., official Rolls-Royce and Bentley repairers and retailers.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956-7-8. [W2010

REQUIRED, good used Aston Martin.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

BARTLETT will pay more for good Aston Martins.—27a, Pembridge Villas, W.11. Bayswater 0525. [W1013

ASTON MARTIN cars wanted for cash, full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. [0197/R

HILLINGDON MOTORS are interested in buying Aston Martins.—325, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 412. [W2062

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

ASTON MARTIN main dealers.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0198/R

AUSTIN SEVEN

1938 model Austin Big 7 4-door saloon, black with blue leather; £175.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4002

1935 Austin 7 Ruby saloon, excellent condition; £97; also Swallow sports special; £59.—Newbery Cars, Muswell Hill, N.10. Tudor 3394. [4446

£195.—1939 Austin 7 Ruby de luxe saloon, grey, one owner only, exceptional; £65 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

BALL change model, condition immaterial.—Gordon Wooterson, 48a, Drewstead Rd., S.W.16. Streatham 8658. [W4059

Austin A30 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHT

1947 Austin 8 saloon; £355.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

325 gns.—Austin 8 late 1947 saloon, sliding head, leather, excellent condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Austin Eight Cars Wanted

CMT THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952/R

PRIVATELY owned Austin 8.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

AUSTIN 8 1946-47 wanted, in faultless condition; no dealers.—65, Highbury Park, N.5. Can. 1650. [3328

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN TEN

CM.I. CAR SALES (Pri. 6623), offer:—

1946 Austin 10 4-door saloon, blue, blue leather upholstery, exceptional condition throughout; £360.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

1946 Austin 10 saloon, excellent condition throughout; £345.

JOHN WILSON AUTOS., Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

1946 saloon, black, brown leather; £345.—K. J. Motors, Ltd., Bromley. Rav. 5456. [4456

£365.—Austin 10 saloon, 1947, black, brown leather, very well kept by one owner.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220 Cricklewood Broadway, N.W.2. Gladstone 2254. [C2008

AUSTIN TEN

1939 Austin 10, really splendid specimen of this type, inspection invited, £245; guaranteed.—Below.

1940 model Austin 10, immaculate condition, £260; guaranteed.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1947 Austin 10 saloon, immaculate, guaranteed; £500; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. [C4058

£179.—1937-8 Austin 10 Cambridge saloon, super condition; also 1939, £219; choice of 2.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

245 gns.—Austin 10 1937 Cambridge de luxe saloon, sliding head, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1939 Austin 10, this is the 1940 model with the post-war features, de luxe saloon, most beautifully finished in black, the interior is upholstered in red leather, mechanically in excellent condition, this car is far superior to many post-war examples, offered at the bargain figure of £240.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 5457. [C5000

Austin Ten Cars Wanted

CMT HE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0955/R

RROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN 10, 1946-48, in good condition.—6, Rodmarton Mews, Dorset St., W.1. [C2066

REALLY good second-hand Austin 10 required.—Cobb, 50, Harley House, N.W.1. [W1086

AUSTIN A40

ALWAYS

AUSTIN A40s. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

NEWNHAMS, Ltd.

1953 Austin A40 Somerset saloon, 1,200 miles as new; £655.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

CAR MART, Ltd.

LONDON distributors.

1953 Austin A40 Somerset saloon, heater; £615.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1051

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY. The Hire-Purchase specialists.

1948 Austin A40 Devon saloon, l.h.d., fitted heater and various extras, recent major overhaul; 369gns.

HIRE Purchase terms on the spot with no references, no formalities or guarantors, part-exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4042

B. J. HUNTER, Ltd., offer:—

1950 Austin A40 saloon, radio, heater, remarkable condition; £465.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C2041

METROPOLITAN MOTORS.

HUMBER, Hillman, Sunbeam-Talbot, Commer.

1949 A40; £415.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [4011

OVERSEAS CARS, Ltd., offer:—

1953 Austin A40 coupe, black, red leather, heater, 550 miles only; £695.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C3051

PHILIP RICKARDS, Ltd., offer:—

1953 Austin A40 saloon, beige, 160 miles only; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

CHARLES RICKARDS, Ltd., offer:—

1953 (May) Austin A40 Somerset saloon, finished black, fitted heater, 6,000 miles, taxed, one owner; £665.

ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.

56, Bayswater Rd., W.2. (next door Lancaster Gate Tube Station, 5 mins. from Marble Arch). Pad 1820. [C3050

ANDOVER MOTOR Co., Ltd., offers:—

1949 Austin A40, choice of 2, both recon., one dark green, one grey; bargains at £450 each.—Andover, Hants. Tel. 5405. Open week-ends (Sundays inspection only). [C1005

AUTO SALES (LONDON), Ltd., offer:—

1949 Austin A40 saloon, one owner, specimen condition throughout; £445.—Auto Sales (London), Ltd., Belsize Rd., N.W.6. Maida Vale 5555. [4224

1948 A40, immaculate, one owner; £400.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1949 Austin A40 Devon 4-door saloon, fawn, leather upholstery to match, heater, loose seat covers, small mileage, one owner, excellent condition; taxed; £495.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [C3012

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Austin A40 pick-up, fitted with heater, loose covers, one owner, mileage 14,000; £385.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1952 Austin A40 Somerset, beige, heater, one owner; £595.—Below.

1951 Austin A40 Devon, green, brown leather, heater, one owner; £555.—Vandervelle, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

1949—A40 Devon, heater, radio; £430.—Clark, 79, Buxton Lane, Caterham 2692. [3419

1951 Austin A40 saloon, one owner, immaculate condition throughout; £515.—Below.

1950 Austin A40 saloon, one owner, excellent condition; £465.—Below.

1949 Austin A40 saloon, one owner, reconditioned, perfect condition throughout; £415; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

£575.—Somerset 1952 saloon, 16,000 miles.—Fleet, The Cottage, Mentmore, Leighton Buzzard 2172. [C1097

1952 (Dec.) Somerset saloon, sun roof, heater, one owner, really immaculate, guarantee; £610.—Below.

1952 (Aug.) Somerset saloon, one owner, nominal mileage, immaculate; £595; full Austin range new and used on view.—H. A. Saunders, Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

£495.—Austin A40 Countryman, 1950, green, fitted with heater, bodywork in very good condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220 Cricklewood Broadway, N.W.2. Gladstone 2254. [C2008

A40 Somerset d/c, registered July 1953, heater, cover, perfect condition, licensed and taxed; £630.—Kensington 0911. [4273

GUY ALFREDS & Co., Ltd.—1952 Austin A40 Somerset sports drop head foursome.—6-7, Warren St., W.1. Euston 5268. [C1005

1952 Austin A40 saloon, green, heater, one owner, immaculate condition, guaranteed, exchanges, deferred terms; £575.

G. & C. MOTOR GARAGES, Ltd., Canning Rd., Wealdstone, Middx. Tel. Harrow 4452. [4248

£415.—1949 A40 Devon saloon, one owner, a most reliable car; 20 others. Traynor Motors of East Ham, Grangewood 2530. [C4052

1949 Austin A40, choice of three excellent cars; from £435.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019

1953 Austin A40 Somerset, black/red leather, sunroof, heater, de luxe model, steering column gearchange, works mileage only; £675.

SIDFORD CAR SALES, Commercial Rd., Southampton. Tel. 5252. [4480

1950 A40 Devon, sun roof, heater, original tyres, spare unused, really beautiful condition throughout; £500.—Box 2399. [4455

1951 (August) Austin A40 saloon, 15,000 miles, one owner, radio, heater, loose covers, Ace Rimbellishers; £525, or h.p. terms.

REYS MOTORS, Ltd., 73-75, Albany St., N.W.1. Euston 6994. [4472

1950 Austin A40, 32,000 miles, one owner, very nice condition; £475.—E.F.S. Motors, Kingston By-pass, Esher. Tel. Emberbrook 3000. [C2004

1953 Austin A40 Countryman, grey, 4,700 miles only, immaculate; £650.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0065. [C1065

1952 Austin A40, as new, with utility body fitted with folding seats, small mileage, one private owner, H.M.V. radio; offers over £450.—Write Box 2382. [4288

1952 (August) Austin A40 Somerset, blue, heater, 13,000 miles, immaculate; £595.—E. L. Mendel, Ltd., 85, Gt. Portland St., W.1. Langham 2261-2. [C3067

1950 Austin A40 Devon saloon, reconditioned engine, one owner, guaranteed; £450, exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3054

JACK ROSE Ltd., offer 1953 A40 Somerset, in blue, beige leather, absolutely as brand new inside and out and hardly used; £645.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

1951 A40 saloons; one black with sliding roof and heater, £475; another, dark green with steering column gear change and heater, £525; both one owner cars.—Campbell Symonds, Wembley 6262. [C1037

1951 Austin A40 Devon, sunroof, total mileage 25,000, rebored November, '53, has run 600 miles since; one private owner; £500.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [C2014

1950 (December) A40 Countryman, dark green, 10,000 miles, one private owner, perfect condition; £575, or near offer.—View Bennetts Garage, West Clandon, near Guildford. Owner, Tel. Guildford 4860. [4394

AUSTIN 1951 A40 Countryman, with radio and heater, genuine 25,000 miles in very good condition; one owner since new. £520.—Over Hall Garages, Ltd., Staines Rd., Bedfont, Middx. Tel. Ashford, Middx. 2525 3727. [4452

475 gns.—Austin A40 1951 Devon saloon, black, brown leather, heater, one owner; choice of 6 A40s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1950 Austin A40 Devon saloon, dark brown with beige interior, a really beautiful one-owner car, fitted with sunshine roof, heater, loose seat covers, fog lamp; £465.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 8892 or 7008. [C2019

AUSTIN A40

PRIDE & CLARKE, Ltd.—1951 Austin A40 saloons, bottle green/beige leather, radio, heater, covers, one owner, choice 2, £499; 1949 grey/blue leather, heater, one owner, £419; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1951 (Jan.) Austin A40 saloon, 15,000 miles only, one private owner, finished dark green, heater, spotlamp, tailored covers, taxed December; £550; trade enquiries welcomed.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [C3018

Austin A40 Cars Wanted

THE CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212.
[0957/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

L. T. DELANEY & SONS, Ltd., wish to purchase Austin A40 cars.

VULCAN SERVICE STATION, Edgware Rd., Cricklewood, N.W.2. Gladstone 2202. [3689

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Austin A40. May. 5051. [W3045

WHY accept less for your Austin A40 saloon or Countryman when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2008

AUSTIN TWELVE

AUTOMOBILIA, Ltd., offers:—

1946 Austin 12-4 (Dec.) 4-door de luxe sunshine saloon, black, brown hide, one owner, excellent condition; £395.

PIPPERBOOK Garage, London Rd., Dorking 4304/3891. [C1089

1937 Austin 12hp superb condition, what offers.—Tel. Woking 2708 (day), 3535 (evening). [4402

£220.—1939 Austin 12/4 saloon, immaculate condition, deposit £80, genuine bargain.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

TANKARD & SMITH, Ltd., offer 1940 Series Austin 12/4 saloon, blue with blue leather, exceptional car for its year, extremely well maintained; £275; 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

£275!!!—1939 Austin 12/4 special cabriolet saloon, this vehicle must be seen and compared with others offered, it is fantastically beautiful for its age, genuinely 1953 condition; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

£255.—Austin 12 Ascot saloon, only one fastidious owner, reconditioned engine, brakes relined, 5 excellent tyres, new battery, beautiful black cellulose and chrome, lovely interior; although 1937 model a rare opportunity to acquire an exceptional car; exchanges and terms.—Mitchell Erskine (Bayswater), 106, Queensway, W.2. Bayswater 5929. [4445

Austin Twelve Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

AUSTIN SIXTEEN

CAR MART, Ltd.

LONDON distributors.

1948 Austin 16hp saloon, heater; £395.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

BOON & PORTER, Ltd.

1948 saloon, black, radio, heater, excellent condition; £395.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

1948 Austin 16 de luxe saloon, heater, one owner, excellent condition; £395.

REYS MOTORS, Ltd. 73-75, Albany St., N.W.1. Euston 6994. [2855

1946 Austin 16 saloon, perfect, guaranteed; £310; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038

£155.—1938 Austin 16 Goodwood saloon, black, excellent runner.—Haverstock Garage, Haverstock Hill, N.W.3 Gulliver 2662. [4455

1948 Austin 16, choice of 2, from £390, both cars in excellent condition.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

£395!!!—1948 series Austin 16 de luxe saloon, small mileage and spotless condition; choice 2; 3 months' guarantee; hire purchase; exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

AUSTIN SIXTEEN

1948 (Nov.) Austin 16 saloon, green with brown interior, one ownership, good condition; £565.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0596. [C1075

1948 Austin 16 de luxe saloon, black, brown leather, radio, splendid condition; £400.—C. W. J. Coles (Croydon), Ltd., 3, Lunt Rd., South Croydon. Croydon 0075. [4470

295 gns.—Austin 16 1946 (registered 1950) saloon, leather, radio, heater; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1948 (November) Austin 16 de luxe saloon, in outstanding condition, interior almost like new, one careful owner, low mileage, bargain at £425.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

TANKARD & SMITH, Ltd., offer 1948 Austin 16 saloon, green with brown leather, heater, two owners, exceptionally clean car throughout; £395; 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

Austin Sixteen Cars Wanted

THE CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212
[0955/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

HIRECAR Limousines urgently required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1096

AUSTIN A70 & A90

ALWAYS

AUSTIN A70s. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction S.W.11. Batt. 2252. [C3022

CAR MART, Ltd.

LONDON distributors.

1953 Austin A70 Hereford saloon, heater; £735.

1953 Austin A70 Hereford saloon, heater; £715.

1952 Austin A90 Atlantic saloon, radio, heater; £650.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

NEWNHAMS, Ltd.

1952 Austin A70 Hereford saloon, black, excellent condition; £645.

NEWNHAM House, 255-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

ROUNDABOUT offer:—

1953 Austin A70, sunshine roof, heater, 9,000 miles only; £725.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middlesex. Waxlow 1071-5. [C3058

H.W. MOTORS, Ltd., offer:—

1952 Austin A70 saloon, finished beige with brown leather upholstery, fitted heater and radio, outstanding condition, low mileage; £595.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042

B. J. HUNTER, Ltd., offer:—

1952 Austin A90 saloon positively unmarked, £625.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A70 Hampshire saloon, blue with blue upholstery, radio, heater; £495.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

H. A. SAUNDERS, Ltd., of Worcester.

1951 (Dec.) Austin A70 Hereford Estate car, fawn with brown leather, heater, one owner; £650.

AUSTIN House, Worcester. Tel. 2368. [C4005

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 A90 saloon, black, all extras; £625.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

W. J. BROWN, Ltd., established over 50 years.

1952 Austin A70 Hereford saloon, beige, brown leather, heater, one owner, 15,000 miles; £645.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1951 Austin A70, blue, blue leather, heater, amp; £445

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

1951 Austin A90 saloon, black, red leather, small mileage, one owner; £645; also

1952 (October) A90 saloon, blue, 13,000 miles, one owner, radio, heater; choice of two from £735.

RIPCO, Ltd. (Austins Purchased), 15, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A70 & A90

FUNERAL Trade. Hearse Austin A70, brand new, early delivery illustrated brochures, write ALPE & SAUNDERS (COACHBUILDERS), LTD Head Office Hearse Enquiries, Station Approach, Kew Gardens, Richmond 1161. [4510

1953 (May) Austin A70 Countryman, quite faultless.—Weybridge 600. [C4023

NEW A70 Hereford saloon, green/green leather, sunshine roof, heater, immediate delivery.—Mayfair 5242. [C3030

1950 Austin A70, grey and brown, immaculate; £495.—129, Park Avenue, Orpington, Kent. Tel. 2957. [4410

1950 '51 A90 convertible, superb, guaranteed; £525; payments.—Oldfield, 386, Kensington High St. W.14. Wes. 6631. [C3029

1953 Austin A70 sun saloon, 10,000 miles; £750.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1953 (June) Austin A70 Countryman, natural wood and fawn cellulose with brown leather, radio, heater, one owner, 7,012 miles; £895.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

AUSTIN A90, 1950, Convertible, electrically operated hood and windows, heater and radio; £550.—Copeland, St. Mary's Cloes, Witney. [4282

1952 Austin A70 saloon, beige with brown leather, well maintained; £650.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C4022

1953 Austin A70 Hereford sun saloon, 9,000 miles, immaculate; £685, terms.—Philip Foster, 106, High St., Uxbridge. Tel. Uxbridge 4202. [4448

A90 1950, power convertible, 19,000 miles, heater, radio, unused since re-spray, new hood, mechanically perfect; £330 o.n.o.—Waltham X 4845. [4451

1951 Austin A90 saloon, radio, heater, one owner, perfect condition; £620.—Aniline Leather Co., Ltd., Hampton Rd., Croydon. Tho. 4244-6. [4495

1950 Hampshire, green, beige leather, sliding head, radio, heater, Ace Rimbellishers and spot lamp; taxed; £545.—K. J. Motors, Ltd., Bromley. Rav. 3456. [4457

JACK ROSE, Ltd., offer 1953 Hereford saloon, in beige and brown hide, radio and heater, almost as brand new, one owner; £725.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

£595—Oct., 1952, Hereford, black with brown leather, heater, 16,000 miles, one owner; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

1951 A70 de luxe saloon, black, brown leather, immaculate condition throughout; £545; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

1952 (March) Austin A90 Atlantic hard-top saloon, one owner; 18,000 miles; immaculate, grey/grey leather; heater; 1st class throughout; £685.—Gordon White & Co., Ltd., Gerrards Cross 2077. [4520

1951 Austin A90 saloon, fitted radio and heater, blue with beige leather, beautifully maintained by one private owner, £615.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0095. [C1065

1951 model Austin A70 de luxe saloon, one owner, 20,000 miles only, really superlative condition, loose covers and heater, fully guaranteed, gift, £525.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011

£575—1950 Austin A70 saloon, black, brown leather, radio, heater, 1 owner, 25,000 miles, just returned from Austins at a cost of £65, as new, immaculate, guaranteed.—Kings Motors, 1, High St., Hounslow. Tel. 5532. [C2049

1950 Austin Atlantic all-electric convertible coupe, radio, heater, winking lights, new hood, 31,000 miles only, a fine example of its type, quick sale; £535.—Jack Pozner (Autos), 595, Hendon Way, N.W.4. Hendon 1423-4. [C3065

£777!!!—1952½ Austin A70 special drop head coupe, full 6-seater, cost nearly £1,250 barely 1 year ago, irreplaceable value at this price, literally looking and running just like brand new; 5 months' guarantee; hire purchase; exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

CAMDEN MOTORS for Austins.—A70 Hereford drop head foursome coupe, July 1952 series B.D.5, originally cost over £1,250 last year, electrically operated hood, built-in heater, etc., immaculate condition and very low mileage indeed even for a car not yet 18 months old; £795.

CAMDEN MOTORS for Austins, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

Austin A70 and A90 Cars Wanted

THE CAR MART, Ltd., AUSTIN cars REQUIRED immediately.

MAKE your enquiries to AUSTIN House, 297, Euston ROAD, London, N.W.1. TELEPHONE: Euston 1212. [0553/R

PRIVATELY owned A70.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

Austin A70 and A90 Cars Wanted

FULL value paid for A70 or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

AUSTIN EIGHTEEN

1938 Austin Windsor 7-passenger long chassis saloon, excellent order; £325.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

CAMDEN MOTORS for limousines.—Austins and others, stock of 40.—See under Hire Car advert page 41 this issue. [C1055

1939 Austin 18, long chassis, interior in blue leather, immaculate throughout, fitted folding occasionals; £295.—12, Victoria Rd., Tel. Wellingborough 3255, Northants. [4495

LIMOUSINES, 1938, partition, forward occasionals, leather black, £575. Also 1937 partitioned limousine, leather, nice order, £295. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Austin Eighteen Cars Wanted

CAMDEN MOTORS for Austins.—Sheerline saloon, 1950 model, a one-owner car, superbly maintained, fitted built-in radio and heater; £665.

CAMDEN MOTORS for Austins.—Also a Sheerline limousine, see under limousine classified section.

CAMDEN MOTORS for Austins, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

1950 Austin Princess saloon, finished black, with blue leather, in magnificent condition; £795.—Harry Martin, 23, Devonshire Place Mews, W.1. [4514

£876!!!—1952 Austin Sheerline de luxe saloon, fitted radio, heater, etc., specimen, as new condition, cost over £2,200 less than 2 years ago, unrepeatable value; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

845 gns.—Austin Sheerline 1952 series de luxe saloon, metallic grey, sliding head, grey leather, heater, built-in radio, twin passlights, automatic hydraulic jacking, one owner, small mileage, very carefully used, exceptional condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1950 (May) Princess saloon, black, one owner, over £100 additional accessories, including second spare wheel, loose covers since new, Ace Rimbellishers, windscreen washers, radio, heaters, Nuway floormats, anti-dazzle mirror, extinguisher, D.A. upper cylinder lubricator, Verdik extra airvalve, paintwork and leather immaculate, new engine May, 1953, new battery; any examination; £850.—62, Barkston Gdns., S.W.5. Frobisher 8011. [4505

LIMOUSINES, 1951/1952, exceptional selection partitioned Sheerlines, forward occasionals, leather, also cloth upholstery; genuine low mileage unblemished carriages from £1195. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Austin A125 and A135 Cars Wanted

THE CAR MART, Ltd. AUSTIN cars REQUIRED immediately.

MAKE your enquiries to AUSTIN House, 397 Euston ROAD, London, N.W.1. TELEPHONE: Euston 1212 [0552/R

AUSTIN TWENTY

LIMOUSINE, 1937, partition, 7-forward, leather throughout, carefully maintained, reasonable cost. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

AUSTIN A125 & A135

ACRES offer:—

1950 Austin Sheerline, black, heater, radio, 25,000 miles only, beautifully kept by one owner, as new; £695.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

CAR MART, Ltd. LONDON distributors.

1952 Austin A125 Sheerline saloon; £965.

1949 Austin A125 Sheerline saloon; £835.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

NEWNHAMS, Ltd.

1952 Austin Sheerline saloon, grey, 14,000 miles, one careful owner; £895.

NEWNHAM House, 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C5024

SCOTT CARS offer:—

1951 Sheerline, radio, heater, immaculate; £765.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

AUTOMOBILIA, Ltd., offers:—

1950 Austin Sheerline 4-door de luxe sunshine saloon, black with beige hide, radio, heater, fog lamps, one owner, mileage 18,000; indistinguishable from new; £750.

PIPPBROOK Garage, London Rd., Dorking 4504/3891. [C1089

HAROLD SIMONS, Ltd., offer:—

1950 Sheerline, only 21,000 miles, one careful owner since new, grey, grey hide, radio, heater, sun roof, unblemished condition throughout; £695; 3 months' written guarantee; free service after-sale; exchanges, deferred; trade enquiries welcomed.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 5 minutes Trolley East Finchley Tube). Finchley 0052-53. [C4065

CHARLES FOLLETT, Ltd., offer:—

1952 Austin Sheerline sal., black, one owner, 10,000 miles only, superb condition, guaranteed; £985.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

GUY SALMON AUTOMOBILES, offer:—

1953 (October) Austin Sheerline saloon, black/beige leather, works mileage 200 only, as a new car at a saving of nearly £400 under list; £1,495.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

H. M. BENTLEY & PARTNERS, Ltd., offer:

1950 Sheerline, metallic grey with radio and heater; £675.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

FUNERAL Trade Sheerline Hearse brand new, immediate delivery; illustrated brochures, write ALPE & SAUNDERS (COACHBUILDERS), LTD Head Office Hearse Enquiries. Station Approach Kew Gardens, Richmond 1161. [2669

1951 Austin Sheerline saloon, black/beige leather with covers, one owner; £675.—J. Pickett, Ltd., Park 5077. [C2016

1949 Austin Sheerline saloon, exceptional condition, radio, heater, etc.; £675.—Autowork Ltd., Winchester. Tel. 4834. [C1010

1952 Sheerline, 14,000 miles; £795.—Clayton's Cars (London) Ltd., 337 Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

AUSTIN Sheerline saloon (1952), black with brown leather, 16,000 miles, excellent; £895.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

AUSTIN A125 & A135

CAMDEN MOTORS for Austins.—Sheerline saloon, 1950 model, a one-owner car, superbly maintained, fitted built-in radio and heater; £665.

CAMDEN MOTORS for Austins.—Also a Sheerline limousine, see under limousine classified section.

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1950 (May) Princess saloon, black, one owner, over £100 additional accessories, including second spare wheel, loose covers since new, Ace Rimbellishers, windscreen washers, radio, heaters, Nuway floormats, anti-dazzle mirror, extinguisher, D.A. upper cylinder lubricator, Verdik extra airvalve, paintwork and leather immaculate, new engine May, 1953, new battery; any examination; £850.—62, Barkston Gdns., S.W.5. Frobisher 8011. [4505

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Austin A125 and A135 Cars Wanted

THE CAR MART, Ltd. AUSTIN cars REQUIRED immediately.

MAKE your enquiries to AUSTIN House, 397 Euston ROAD, London, N.W.1. TELEPHONE: Euston 1212 [0552/R

AUSTIN TWENTY-EIGHT

CABB'S MOTOR MART.—1939 Austin Ranelagh limousine, blue, engine just reconditioned, one owner, not used on hire.—5, Warren St., W.1. Euston 4110. [C1040

AUSTIN 28hp 1939 Ranelagh limousine, division, face-forward occasionals, room urgently required; bargain, immediate sale, £225.—Smallbone, 116, Radcliham Rd., B'ham. Selly Oak 0660. [4599

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0598/R

HATTONS will buy all post-war Austin models; distance no object.—Lord St., Southport. Tel. 2268. [0788/R

WEYBRIDGE AUTOMOBILE, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 255. [0541/R

XXX H. F. Edwards offer immediate cash for good Austin cars.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Austin Spares and Service

FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock; open Saturday until 6 p.m.; night service available.—Wimbledon Motor Works, Ltd., Main Parts Stockists 29, High St., S.W.19. Wim. 0125. [0414/R

NORMAND, Ltd. HAVE your car serviced by the experts. SATISFACTION guaranteed. NORMAND, Ltd., 405-9 King St., W.6. Riv. 5665. [0356

C. G. NORMAN & Co AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R

THE CAR MART, Ltd. LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.; (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5 (Ealing 6717); and 562, Streatham High Rd., S.W.16 (Streatham 7751). [0160/R

AUSTIN.—Genuine spares and specialist repair service, immediately available in the West End.—MORRIS & Co., Cleveland Garages, Cleveland St., W.1. Tel. Mus. 1952/6374. [0500/R

AUSTIN 7 spares.—Largest stocklists, lowest prices, exchange units, crankshafts, blocks, dynamos, etc.; s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 5290/3769. [0485/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Spares and Service

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 84. [0305/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274-5. [0599/R

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184/R

BENTLEY (3½, 4¼-litre and New 4½-litre)

CAR MART, Ltd.

1953 Bentley H. J. Mulliner Lightweight 4-door sports saloon, 4,000 miles; £5,250.

1952 (Nov.) Bentley 4½-litre standard steel saloon, 10,000 miles; £5,850.

1948/49 Bentley 4¼-litre standard steel saloon, 44 000 miles; £1,975.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3434. [C1039

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

1953 (July) Mark VI Standard Steel saloon, grey with blue leather upholstery, mileage 3,000; price £4,000.

1951 (March) Mark VI Standard Steel saloon, Tudor grey with blue leather upholstery, mileage 31,000; price £2,750.

1951 (Jan.) Mark VI Standard Steel saloon, Tudor grey with grey leather upholstery, mileage 29,000; price £2,650.

FOR further details apply to:—

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also at Bradford Leeds and Sheffield. [0906/R

PB. Ltd., offer:—

1936 (August delivery) 3½-litre Bentley, Freestone & Webb mitred edge sports saloon, black, blue leather.

PADDON BROS., 60, Cheval Place, South Kensington S.W.7. Tel. Ken. 9477/7478. [C3035

H. R. OWEN, Ltd.,

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1953 4.6 sports saloon, shell grey with pale blue hide, 8,000 miles; £3,850.

1952 4.6 sports saloon, large boot, velvet green with brown hide, 16,000 miles; £3,650.

1951 standard steel saloon, black with blue hide, bench-type front seat, 38,000 miles; £2,950.

1950 standard steel saloon, black with brown hide, 49,000 miles; £2,400.

1949 standard steel saloon, black with beige hide, 59,000 miles; £2,200.

1948 standard steel saloon, green with brown hide, 69,000 miles; £1,950.

1939 4¼ overdrive H. J. Mulliner sports saloon, black and fawn with red hide; £1,550.

1936 3½ Gurney Nutting 2-door pillarless sports saloon, black with grey hide; £950.

WE are interested in the purchase of Bentley cars, and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3032

COUNTY GARAGE.

1950 Bentley Mark IV 4¼-litre Standard Sports saloon, two-tone grey and grey leather, one owner, small mileage, carefully driven; £2,400.

COUNTY GARAGE (SACKVILLE GARAGES), Ltd., Sackville St., off Whitworth St., Manchester. Tel. Central 8011. [4318

JACK OLDING, Ltd.,

OFFICIAL Bentley and Rolls-Royce Retailers, offer from their stock:—

1953 4½-litre large bore big boot standard steel saloon, low mileage.

1951 4¼-litre standard steel saloon, grey/grey hide, 25,500 miles; £2,850.

1951 4¼-litre standard steel saloon, Tudor grey, blue leather, 28,600 miles; £2,950.

1951 (January guaranteed date) 4¼-litre standard steel saloon, one owner, 35,000 miles; £2,550.

1949 4¼-litre 2-door Countryman saloon, grey/polished wood, 38,000 miles; £2,650.

1949 4¼-litre standard steel saloon, black/beige leather, one owner; £2,175.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3030

MANN EGERTON & Co., Ltd.

1953 Bentley 4.6-litre R type sports saloon, large boot, velvet green, beige leather upholstery, 2,000 miles; £3,975.

1952 Bentley 4.6-litre Mk. VI steel saloon, velvet green, beige leather upholstery, 30,000 miles; £3,000.

MANN EGERTON & Co., Ltd.

OFFICIALLY appointed Bentley retailers, 14, Berkeley St., London, W.1. Hyde Park 2073. [C2006

KNIGHTSBRIDGE MOTORS, Ltd.

1950 (March delivery) Mark VI standard steel saloon, black with beige hide, one owner, full modifications by Bentley Motors, Ltd., and maintained by them; £2,375.

3, Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. Sloane 4086. [C2065

1935 3½-litre Bentley Park Ward saloon, black blue leather, radio sunshine roof; £790.—J. Fricker, Ltd., Park 5077. [2016

1936 (October) H.K. series 4¼ Bentley Park Ward saloon, £895.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

BENTLEY (3½, 4¼-litre and New 4½-litre)

JB

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE: 1949 standard steel saloon, painted midnight blue and upholstered in beige hide, speedometer reading 24,000 miles; £2,450.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. May. 7444. [C1062

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1947 Bentley Mark VI steel saloon, maroon and silver with grey leather upholstery, 1949 modifications, engine recently completely overhauled by manufacturers; £1,825.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1087

W. J. BROWN, Ltd., Established over 50 years.

1947 Bentley Mark VI standard steel saloon, finished in grey with grey leather interior, radio, heater and sun roof; £1,750.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1939 Bentley 4¼ overdrive saloon, black, H.M.V. radio.

1949 Bentley Mk. VI steel saloon, two-tone grey, almost as new, also 1951 steel saloon with black coachwork, 25,000 miles, superb condition; exchanges with cash adjustment on either side.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344.

1950 (June) Bentley 4½-litre saloon, 33,000 miles, —Weybridge 600. [C4023

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1935 Bentley 3½-litre Park Ward saloon, black, radio, heater, excellent condition throughout; £650.

1948 (Dec., 1949) Bentley Mark VI standard steel saloon, black, beige leather, radio, heater, recently completely overhauled; £1,695. [C1001

CHARLES FOLLETT, Ltd., Accredited Rolls-Royce and Bentley Retailers and Repairers, offer:—

1951 Bentley Mk VI Standard steel saloon, metallic grey, red leather, 1 owner, 33,000 miles only, superb condition, loose covers fitted since new; £2,795.

OFFICIAL Retailers and Repairers, 18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

19[illegible]3 saloon, Tudor grey, leather, radio, heater, covers, low mileage, one owner, as new; £3,750.

1953 (August) Mulliner saloon, circassian blue, tan hide, 1,500 miles, cost £6,000; accept £4,295.

1950 (June) 4¼ Bentley saloon, black, beige leather, G.T. series, superb condition; £2,295.—Robbins, East Putney. Tel. 4581. [C3010

CASS'S MOTOR MART.—1937 Bentley 4¼-litre Park Ward sports saloon, black, excellent condition; £875.—5, Warren St., W.1. Euston 4110. [C1040

1947 Bentley Mark VI; £1,645.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Telephone Euston 5228 (5 lines). [C1050

1950 Bentley steel saloon, 2 shades grey, maroon leather, chrome discs, radio, heater, 45,000 miles only, really a specimen car; £2,150.—Below:—

1949 Bentley James Young 4-door sports saloon, black, beige leather, immaculate condition, full Bentley history and recent extensive overhaul; £2,550.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

1951 Bentley Mk. VI saloon, radio, etc., in beautiful condition; £2,650.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

1948 Mark VI saloon, finished black, grey hide interior, fitted radio, interior heating; £1,695; choice of two.—H. A. Saunders, Golders Green. Speedwell 4011. [C4004

1951 (May) Bentley standard steel saloon, black with beige leather, mileage 21,000, all new India tyres, taxed, this car is in original condition and unmarked; £2,800.

1936 Bentley 4¼ two-door sports saloon by Barker, colour black, green upholstery, disc wheels, radio, good tyres, taxed; the cheapest 4¼ ever offered at £485.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [C3011

1949 Mark VI Bentley Standard steel saloon, radio, heater, 50,000 miles, excellent history; £2,000 or nearest offer.—T. R. Jones, 13 Connaught Place, Weston-s.-Mare. Tel. 269 [4271

FRANK DALE offers 1937 delivery 4¼-litre Rolls Bentley 4-door saloon in cream and black, exceptional chassis, heater and radio; £795.—61, Lancaster Mews, W.2. Pad. 4681. [C1067

1952 (March) 4½-litre Bentley, H. J. Mulliner special lightweight saloon, colour green with beige upholstery, virtually unmarked, mileage 17,250; £4,150.—MacVitie, Malvern. Tel. 300. [4510

1937 (November) K.U. series razor-edge saloon by Park Ward, mechanically excellent, open to strictest examination, H.M.V., new Dunlops; £820.—Value Cars, East Sheen. Prospect 7520. [C4068

1951 Bentley, Mark VI, Standard saloon, finished in black with brown upholstery, 35,000 miles, fitted Motrola radio, one owner, immaculate; £2,650.—Timberlakes, Library St., Wigan. Tel. 3451. [4256

1952 Bentley Mark VI with lightweight H. J. Mulliner 4-door saloon, 15,000 miles, absolutely faultless; £4,275.—Taylor & Crawley, Gloucester Crescent Mews, Hyde Park Corner, S.W.1. Slo. 5213. [C4036

1939 Bentley 4¼ chassis BMX, drop head by Thrupp & Maberly, black with beige leather, mileage 54,000; stored during the war years; £1,450.—Blue Star Garages, Ltd., 617, Finchley Rd., Hampstead, N.W.3. Tel. Hampstead 2254. [4281

BENTLEY (3½, 4¼-litre and New 4½-litre)

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth. Tel. 1272, officially appointed Bentley retailers and repairers; reliable used cars in stock. [5361

CAMDEN MOTORS for Bentleys.—Standard steel saloon 1948 model (Dec., 1947 delivery), in black with brown leather, fitted heater, wing mirrors, seat covers, screenwash, etc., one owner, moderate total mileage, superb condition; £1,845.

CAMDEN MOTORS for Bentleys.—Overdrive 4¼-litre sports saloon, 1939, Freestone & Webb, late delivery, two owners, immaculate specimen; £1,115.

CAMDEN MOTORS for Bentleys.—Overdrive 4¼-litre sports saloon, 1939, Park Ward model, slightly earlier registration but in the same very immaculate order; £1,095.

CAMDEN MOTORS for Bentleys.—4¼-litre Park Ward sports saloon, 1937, equipped with many extras, superbly maintained by previous owner, moderate mileage; £845.

CAMDEN MOTORS for Bentleys.—4¼-litre drop head foursome coupe, 1937, Park Ward model, in black with brown leather interior, fitted radio, heater, passlights, etc., another outstanding specimen; £795.

CAMDEN MOTORS for Bentleys.—4¼-litre sports saloon by Gurney Nutting, 1937 series and chassis (Nov., 1936 delivery), only two owners, a very beautiful car; £795.

CAMDEN MOTORS for Bentleys.—Park Ward sports saloon 1935, one owner last eight years, very carefully used, whole car in outstanding order; £645.

CAMDEN MOTORS for Bentleys.—Van den Plas sports saloon, July, 1935, a one owner car, original coachwork just recellulosed for the first time since leaving the factory, very fine order; £595.

CAMDEN MOTORS for Bentleys.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

J. DAVY offers: Bentley Mark VI standard steel sports saloon, H.M.V. radio, a high-quality car, moderately priced; choice of 2 at £1,795; exchanges welcomed.—190-4, Kensington High St., Wes. 9641; and 215, Brompton Rd., S.W.3. Ken. 1108. [C1069

1937 4¼ Bentley 4-door razor-edged sports saloon by Freestone & Webb, black and red hide, interior almost unmarked, radiator, headlamps and all bright parts silver plated, open to any examination and carries a Bentley history; accept £875 lowest.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3066

1939 (registered 18.1.39) 4-door sports sunshine saloon, black with brown hide, without overdrive, the fastest pre-war model, 95m.p.h. and 20 m.p.g., total mileage 83,000; makers' overhaul July, 1953, and whole car in superb condition; offered by private owner; £1,145.—G. North, Compton Abdale, Cheltenham. Tel. Withington 20. [4429

1936 Bentley H.K. series 4¼-litre saloon, engine relored in March, very quiet gear box and transmission, steering and brakes beyond reproach, very attractive Thrupp & Maberly body, with modern lines and sensible luggage boot; £875.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 8652 or 7008. [C2019

XXX Quite exceptional 1936 (August) Bentley 4¼-litre, fitted with really outstanding and very pretty pillarless 4-door sports saloon by Vanden Plas with sliding roof and incorporated rear luggage locker; this car is finished in dark green with soft green leather upholstery to tone and the luxurious equipment includes built-in radio, heater, two fog lamps, wheel discs, etc.; this car is an exceptional example with a delightful performance and Bentley's service history is available; £845; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

1938 Sports 4-door Park Ward 4¼-litre saloon (history available), leather, most excellent condition throughout, black, £985.—Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2841. [C1005

BENTLEY (PRE 1931)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

Bentley Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Gloucester 3434. [0958/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

BENTLEY wanted.—Valentine 4674 after 6 p.m. [W2018

REQUIRED, good used Bentley.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

WANTED privately, Bentley saloon, 1948-50, low mileage.—Details Box 2400. [4473

BARTLETT will pay more for good Bentleys.—27a, Pembridge Villas, W.11. Bayswater 0525. [WB013

MARK VI Bentley wanted, 1949-1951, preferably under 30,000 miles.—Bowles, 2, Elm Park Court, Pinner, Middx. Tel. 360 or 494. [W1085

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4¼-litre Bentley.—71, Broad St. Midland 2437. [0357/R

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 253 [0540/R

WE will buy or part exchange your Bentley for a new one.—Loxhams Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [W2064

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0062/R

R. S. MEAD (SALES), Ltd., are interested in purchasing any post-war Bentley car.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2 [W3011

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bentley Cars Wanted

TAYLOR & CRAWLEY will buy low mileage Mark VI Bentleys and pre-war Bentleys at attractive cash prices.—Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5215. [W4056

JACK OLDING & Co., Ltd., officially appointed retailers and repairers, are interested in the purchase of good used cars. Service in the heart of Mayfair. Tel. Mayfair 5242. Audley House, North Audley St., W.1. [W3050/R

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0592/R

Bentley Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official repairers Bentley cars.

SERVICING or overhauls.

COACHWORK renovations and accident work.

LARGE stocks of spares.

WORKS: Lombard Rd., Merton, S.W.19 (close Sth. Wimbledon Tube). Liberty 7222 (8 lines). [S1082/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/R

ALL spares and replacements for pre-war Rolls-Bentleys, full repair service at most reasonable prices.—Comptons, 69, Westow St., Crystal Palace. Tel. Livingstone 3362. [0490/R

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251 [0545/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [0827/R

BRISTOL

A ANTHONY CROOK.—1949 Bristol 400, completely overhauled, recellulosed, rechromed, 401-type engine, close ratio gearbox, numerous extras.—Anthony Crook Motors, 14-16, High St., Esher, Surrey. [C1065

L. F. WARD, Ltd.

1953 Bristol 403, 3,000 miles, Cambridge grey, car as new.

1950 401 Bristol, engine completely overhauled by us, two owners, fitted radio and heater.

L. F. WARD, Ltd., Grange Road Garage, Grange Rd., Thornton Heath. Tel. Thornton Heath 3347. London office: Mayfair 0146. [C4045

CHARLES FOLLETT, Ltd., offer:

1950 Bristol 400 saloon, one owner, metallic blue, exceptional condition. £1,250.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

KEVILL-DAVIES & MARCH Ltd

OFFICIAL Bristol retailers

41—42, Hay's Mews, Berkeley St., W.1. Gros. 2565. [C2054/R

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R

BARTLETT.—Bristol 1950 401 saloon, wireless, many extras; £1,450.—27a, Pembridge Villas, W.11. Bayswater 0525. [C1015

1952 Bristol 401 saloon, 6,000 miles; £2,055.—Gordon Cars (London), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

1948 Bristol 400, black, low mileage; £995.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1948 Type 400 Bristol saloon, modified chassis and bodywork, recently overhauled, colour black, price £1,000; also another similar model, price £950.—Below.

1952 (April) Bristol 401 saloon, one owner, colour green, Ekco radio, twin speakers, heater, tailored cloth seat covers, special mats, off radiator, screen washer, Marchal fog lamp, over £100 worth extras, this car has been most carefully maintained and driven since new, guaranteed total mileage 12,000. £1,900.—A.F.N., Ltd., London Rd., Isleworth, Middlesex. Hounslow 0011. [C2015

1953 (Sept.) Bristol 403 saloon, lavender, Ekco radio, heater, total mileage only 4,000, as new.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [4559

1953 (June) 403, heater, radio, seat covers, Marchal fog lamp, 8,000 miles, one careful fastidious owner, cost £5,100; accept £2,400; car will be passed by makers.—Simpsons, Caxton, Cambridge. Caxton 210 [4449

1951 Bristol 401 sports saloon, modified by manufacturers, green/grey with light fawn leather upholstery, heater and radio, very carefully looked after, in excellent condition; £1,495.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [4051

ANTHONY CROOK, leading distributors of Bristol cars since their inception, offers the largest selection of new and used Bristols in stock for immediate delivery; all models available; any make of used car in part exchange; Bristol-trained staff; send for list.—Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2232-3. [C1063/1

BRISTOL

BRISTOL 401, March 1949, Superleggera body, colour Bristol red, recently overhauled by makers, in showroom condition, radio, heater, loose covers, Caldwell engine heater, screen washers, low mileage; £1,425, seen by appointment.—Dunsford, 394, Wilmslow Rd., Manchester, 20. Tel. Didsbury 1862. [4494

404 sports coupe, the actual Earls Court Show model, blue with grey leather upholstery, H.M.V. radio, heater, foglights, chromium plated wheels; list price, including extras and purchase tax £5,661/8/9, ex Works.—James H. Galt, Ltd., Bristol distributors for Scotland, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [4560

Bristol Cars Wanted

B. J. HUNTER, Ltd.

FOR immediate purchase of your Bristol.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [W2040

BARTLETT will pay more for good Bristols.—27a, Pembridge Villas, W.11. Bayswater 0525. [W1015

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

A.F.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [0476/R

XXX H. F. Edwards offer immediate cash for good Bristol cars.—Details please to 200, Great Portland Street, London, W.1. Tel. Langham 0012. [W2005

B.S.A.

DICKS

1938 B.S.A. 10hp coupe fast and attractive; £150.

DICKS CAR SALES, Ltd. 385-401, High Rd., Kilburn. Maid. Vale 6688-9. [C1072

B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model) spares comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7755 [0144/R

BUGATTI

LE MANS winning type Bugatti 57S with 2-seater coupe body; £950.—J. Lemon Burton, Lonsdale Rd., London, N.W.6. Maida Vale 1551. [0870/R

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1551. [0071/R

BUICK

METCALFE & MUNDY, Ltd.

BUICK 1952 4-door saloon, right-hand drive, 15,000 miles, perfect condition throughout.

280 Old Brompton Rd., S.W.5. Fremantle 5471. [C5064

1951 Buick 4-door saloon, right-hand drive.—Below.

RHD 1947 Buick, radio and heater, colour black.—J. Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

BUICK '39 sal., 57,000 one owner; £250.—22, Astons Rd., Moor Pk., Northwood. Riv. 1177. [4447

1937 Buick 31hp fixed head coupe, good condition; £175.—132, Highbury Grove, Clapham, Bedford. [4586

1939 Buick Viceroy black special saloon, director's car, well maintained, daily use, everything works, sunshine roof; available London.—Box 2457. [4528

BUICK R.H.D. saloon, as new, all extras, recently overhauled, taxed, bargain, £900, registered 1950.—Bridge Garage (Taylor's), Eastern Ave., Hornchurch. Tel. Ing. 4. [4295

1938 Buick Century drop head coupe, superb appearance and mechanical condition having had major reconditioning by Buick concessionaires; £285.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

AMERICA'S number one car, 1951/2 Buick Riviera with automatic transmission and full circle visibility, a very attractive body colour and upholstery combination, radio and three-temperature air-control.—Tel. Valentine 4674 after 6 p.m. [C2018

£395!!!—Magnificent 1939/40 Buick 50hp, fitted special 4-door drop head coupe bodywork, immaculate condition throughout, just completed £175 overhaul, including engine, brakes, steering, etc., very rare model and gift at this price; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

BUICK Super 8 power-operated convertible, black and chrome, very tastefully upholstered in tartan, every conceivable extra including push-button radio, three-position heater and defroster, map lights, cigar lighter, air conditioner, traffic winkers, privately imported 1950, requires some attention hence low price of £525; terms possible.—Elt. 2810. [4555

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers.—Wembley 8691/5905. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Buicks.—97, Fulham Rd., S.W.3. Kensington 4858 [W4028

7-SEATER private 1957/58 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

XXX H. F. Edwards offer immediate cash for good Buick cars.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

SOLE concessionaires, Lendrum & Hartman, Ltd. will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0504/R

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

CADILLAC

SIMPSON'S offer:—

1951 52 Cadillac 4-door saloon, Hydramatic, radio and all extras, 16,000 miles.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 545, High Rd., Wembley 8691/5905. [C4015

1939 60 special 4-door saloon, also 7-seater limousine, both black, specimen cars.—Below.

1949 Cadillac convertible.—Below.

1950 (November) 62 model 4-door saloon, 15,000 miles.—Below.

1951 Cadillac 60 special 4-door saloon.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

CADILLAC.—Sole Concessionaires, Lendrum & Hartman Ltd., have available in their showrooms:—

1952 Cadillac 60 Special 4-door saloon, ex-Show model, has been in our hands since new, colour grey, radio, heater, white sidewall tyres, this car's condition is as new, and it has only done 10,000 miles.

1950 Cadillac 6219 4-door saloon, colour maroon, 25,000 miles, has been chauffeur-kept by present owner and really is in first-class condition.

LENDRUM & HARTMAN, Ltd., Buick House, Albemarle St., London, W.1. Tel. Hyde Park 7121. [4001

1953 (July) Cadillac 62 saloon, 3,800 miles only, superb condition, a most wonderful car.—Taylor & Crawley, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Slo. 5215. [C4056

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers.—Wembley 8691/5905. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

METCALFE & MUNDY, Ltd., the Cadillac buyers.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

SOLE concessionaires Lendrum & Hartman, Ltd. will purchase used Cadillac models.—Showrooms, Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

METCALFE & MUNDY, Ltd.

CHEVROLET 1950 saloon, one owner, 25,000 miles, heater, radio, as new throughout.

280 Old Brompton Rd., S.W.5. Fremantle 5471. [C5063

B. J. HUNTER, Ltd., offer:—

1950 Chevrolet saloon de luxe, latest American 2-tone colour scheme, superb appearance, really genuine car; £795.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C2040

1948 Chevrolet 4-dr. Fleetmaster sln., radio, heater; £795.

1949 Chevrolet Styleline 2-dr. sln., r.h.d.; £1,095.

1951 Chevrolet Styleline 4-dr. de luxe sln., r.h.d., Powerglide, seat covers, radio, heater; £1,395.

MANY others in stock.

BRITISH & COLONIAL MOTORS, Ltd. (distributors for London and Home Counties), 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

GUY ALFREDS & Co., Ltd.—1949 (registered 1951) Chevrolet Fleetline saloon, 1952 condition throughout.—6-7, Warren St., W.1. Euston 5268. [C1005

CHEVROLET 1938 saloon, black and chrome, clean and reliable, fitted heater, taxed; snip £140.—Elt. 2810. [4554

1949 Chevrolet 2-door l.h.d. saloon, radio, heater, seat covers, etc., absolutely immaculate, £795.—Keiths Cars (London), Ltd., 141-3, Green Lanes, Palmers Green, N.13. Tel. Bowes Park 5100 and 4057. [4455

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 8691/5905. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027/R

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles, distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [S1027/R

CHRYSLER

CAR MART, Ltd.

1939 Chrysler 28hp saloon; £395.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

SIMPSON'S offer:—

RHD 1951 Chrysler sedan, 4-door, heater, green, 11,000 miles.

1951 52 Chrysler shooting brake, radio, heater, all extras, maroon/cream, 15,000 miles.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 545, High Rd., Wembley 8691/5905. [C4015

AUTO SALES (LONDON), Ltd., offer:—

1939 Chrysler 24hp Wimbledon saloon, with overdrive and steering column gear change, £265.—Auto Sales (London), Ltd., Belsize Rd., N.W.6. Maida Vale 5555. [4225

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Chrysler New Yorker r.h.d. saloon, total mileage since new, 35,000, fitted radio, heater, loose covers, etc.; £875.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CHRYSLER

£165—1937 Chrysler 24hp saloon with overdrive; £65 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1938 Chrysler Windsor, overdrive freewheel, tax.d. ins. 6 mths. full comp., exc. con. throughout, any trial; £155.—86, Shepherds Hill, Harold Wood, Essex. [4397

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mai. 5555/2155. [0645/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

1950 or later Chrysler or Plymouth saloon required, must be right-hand drive.—Grimshaw Prestwich 2278 (Manchester) [3956

7-PASSENGER, 1938/39, required, (privately owned), details please, cash waiting. Ape & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59/65, Belsize Rd., N.W.6. Mai. 5555-2155. [0495/R

CHRYSLER Specialists, comprehensive spares, engines and exchange units for all models.

CHURCH ROAD ENG. Co., Ltd., Hadleigh, Essex. Tel. Hadleigh, Essex 57271. [0533/R

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. [0561/R

CITROEN

BM 1952 Light 15 sun saloon, one owner, 23,000 miles, smooth and silky mechanically, spotless black cellulose, red interior, new tyres recently fitted, demister, heater, map and reversing lights; for sale only as late owner has taken delivery of a Ford Zephyr; £645; terms, exchanges.—Beverley Motors, Beverley Rd., Highams Park, London, E.4. Larkswood 7208 or 2051. [C1086

COACHCRAFT offer:—

£575! 1950/51 (August) Citroen Big Six saloon (has the 1951 features), one private owner, faultlessly maintained and practically as new throughout, sliding roof, many expensive extras; it would be difficult to find a superior example at any price; 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London. Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock. —50, Vauxhall Bridge Road, S.W.1. Vic. 2211. [0756/R

ELITE MOTORS offer:—

1939 Citroen Light 15 sports saloon, black/red leather, faultless mechanical condition, post-war appearance; £525.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [C2005

EVANS & O'MALLEY offer:—

1952 Citroen 6 saloon, one owner, low mileage; £795.—Lowndes Square, Knightsbridge, S.W.1. Sloane 1553/1709. [3708

H. W. MOTORS, Ltd., offer:—

1949 (model) Citroen Light 15, finished black, beige leather upholstery, fitted many extras, nominal mileage; £525.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042

H. W. MOTORS, Ltd., offer:—

1948 (model) Citroen Light 15 saloon, finished maroon with red leather upholstery, this car is in exceptional mechanical condition, serviced exclusively by us for the late owner; £450.

1945 (registered) Citroen Light 15 L.H.D., finished black, grey cloth upholstery, this car is in outstanding condition and represents exceptionally good value; special offer, £225.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042/1

CHARLES FOLLETT, Ltd., offer:—

1949 Dec.) Citroen Big 6-cyl., green, sunroof, radio and heater, 1 owner, twin carbs, a very fast, roomy and economical car at £535.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

JOHN S. TRUSCOTT, Ltd., for Citroen

OFFICIALLY appointed retailers

NEW models from stock.

SEVERAL post-war Light Fifteen saloons from £395; 6-cyl models from £675; full details of current stock on request.

EXCHANGES, deferred terms.

173 Westbourne Grove, W.11. Bay. 4274. [C4055

W. J. BROWN, Ltd., Established over 30 years.

1949 Citroen Light 15 saloon, black, red leather, one owner, £495.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

WORTHING MOTOR Co., Ltd. for Citroen sales, spares service.—Tel. Worthing 71. [4734

1948 Citroen 15 saloon, one owner, low mileage, superb condition, 3 months' guarantee; £465.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines) [C1061

CITROEN

1952 Citroen saloon, black/red leather, one owner, 11,700 miles.—J. Fricker, Ltd. Park 5077. [C2016

1949 Citroen, excellent condition.—Anthony Crook Motors, 14-16, High St., Esher, Surrey. [C1063

1948 Citroen Light 15 de luxe saloon, sliding roof, excellent example; £425.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

1948 Citroen, one owner, in excellent condition; £545.—Mason Bros., 81, Blagden St., Sheffield. Tel. 20744. [4370

1947 Citroen 15 saloon, black, brown leather, sun roof, outstanding car; £365; exchange terms.—Reading 71757. [4389

1947 Citroen Light 15, good condition, any trial; £335; exchanges, h.p.—11, Perrymead, Prestwich, Manchester. Prestwich 2057. [4498

1952 Citroen 6, finished green, beige leather, 15,000 miles only; £765.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [1065

1951 15hp Citroen de luxe saloon, black, red leather, nominal mileage; £595.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [C4057

1948 Light 15, silver grey, 34,000 miles, one careful owner, extras, any trial; £450.—E. Pascall (Guildford), Ltd., 11/12, Woodbridge Rd., Guildford 2274. [4275

ROSE & YOUNG, Ltd., offer 1951 (Dec.) Citroen Light 15, low mileage, one owner, immaculate condition, black; £595.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

595 gns.—Citroen Light 15, late 1951 sports saloon, sliding head, leather, one owner, exceptional condition; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1952 Citroen Big 6 saloon, 20,000 miles, new tyres, late property of engineering enthusiast, a magnificent car; £750; 3 months' written guarantee; free service after-sale; deferred exchanges; trade enquiries welcomed.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052-53. [C4065

HINDHEAD MOTOR WORKS, Ltd., offer 1952 Citroen Light 15, grey with red leather, heater, one owner, excellent condition throughout, £755; 1950 Citroen 6-cylinder, in grey with red leather upholstery, one owner, excellent condition throughout, £650; 1949 Citroen Light 15, black with red upholstery, £495; new models from stock.—The Hindhead Motor Works, Ltd., for Citroen sales and service, Hindhead, Surrey. Tel. Hindhead 663. [C2061

Citroen Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 3434. [0178/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R

REQUIRED, good used Citroen.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

CITROEN cars purchased for cash.—E. Pascall (Guildford), Ltd., 11-12, Woodbridge Rd., Guildford 2274. [4276

CITROEN.—John S. Truscott, Ltd., urgently require good examples, highest prices for cash or exchange. —175, Westbourne Grove, W.11. Bay. 4274. [W4035

Citroen Spares and Service

SOUTH of the Thames.

BALBS, of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187/R

SHRIMPTON'S MOTORS, Ltd., London Distributors. Head office and showrooms.—242-244, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [0727/R

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen parts, reconditioned drive trains 48-hr. service [9096

WOODFORD CAR MART, Essex distributors, for Citroen car sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200/R

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr., all spares stocked. [0585/R

CORD

1937 Cord Westchester supercharged saloon, low mileage, coachwork ivory white, magnificent condition; exchanges with cash adjustment on either side.

SWANMORE Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

CROSSLEY

£175.—Crossley Regis sports 4-seater 10hp, outstanding looking vehicle, extremely economical with tremendous performance; 3 months' guarantee; hire purchase exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

DAIMLER

R. F. FUGGLE, Ltd.

DAIMLER Consort, 4,000 miles, guaranteed, wireless and heater, as new; £1,400.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

AUTOMOBILIA, Ltd., offers:—

1952 Daimler Consort, 4-door de luxe saloon, grey, blue leather upholstery, fitted heater, mileage 27,000, one owner, immaculate; £975.

PIPPBROOK GARAGE, London, Rd., Dorking 4304, 3891. [C1089

CHARLES FOLLETT, Ltd., offer:—

1951 Daimler Consort saloon, black, one owner, radio and heater, chauffeur driven since new, really magnificent condition; £995.

OFFICIALLY appointed retailers and repairers.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

STRATSTONE, Ltd.—Daimler Distributors.

DAIMLER 2½-litre Consort (1953), black, 12,000 miles only, radio; £1,375.

DAIMLER 2½-litre Conquest saloon (1953), 5,000 miles only; £1,295.

DAIMLER 2½-litre Consort (1951), black with brown leather, radio, very well maintained; £950.

DAIMLER 2½-litre saloon (1948), black with green leather, in good condition throughout; £725.

DAIMLER 2½-litre saloon (1947), black with green leather, carefully serviced; £695.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404).

SERVICE, 7, Herbrand St., Russell Square, W.C.1 (Terminus 7464). [C4022

CHESHIRE BROTHERS, Ltd., Daimler distributors.

DAIMLER 2½-litre Conquest saloon (1953), maroon with red leather, very low mileage; £1,350.

DAIMLER 2½-litre Consort saloon (1950), green with green leather; £975.

DAIMLER 2½-litre Consort saloon (1951), grey with red leather; £1,075.

DAIMLER 2½-litre saloon (1948), black with brown leather, H.M.V. radio; £650.

DAIMLER 2½-litre saloon (1947), grey with blue leather; £695.

CHESHIRE BROTHERS, Ltd., Myrtle St., Liverpool, 7. (Royal 6534.) [4502

1949 2½-litre Daimler Tickford d/h coupe, black/cream, excellent condition.

TICKFORD, Ltd., 8, Uppef St. Martin's Lane, W.C.2 Temple Bar 5338. [C4029

1952 Daimler Consort saloon, 16,000 miles, radio grey, red upholstery; £950.—F. L. Cranmore, Ltd. Tel. 2040 Potters Bar. [C1062

DAIMLERS, 1947 and 1948, 2½-litres sun saloons, radio, heater, etc.; from £550.—Welham, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [C4070

1949 2½-litre Daimler saloon, genuine 29,000 miles only, one owner; £665.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Arnold 4604. [C3017

£525.—1946 model Daimler 2½-litre saloon, grey/blue, radio, 31,000 miles.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [4456

1952 Daimler Consort, 11,000 miles, radio, black; £965.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. 5228 (5 lines). [C1050

1938 Daimler 2-litre sports saloon de luxe, excellent condition; £325; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [C1034

J. DAVY offers: 1950 Daimler Barker foursome coupe, superlative condition; £925.—180-4, Kensington High St., Wes. 9641; and 215, Brompton Rd., S.W.3. Ken. 1108. [C1069

1950 Daimler Barker drop head coupe, blue with blue leather upholstery, immaculate condition throughout, fitted heater, genuine mileage 20,000; £925.—Coventry & Jeffs, Ltd., Bristol 20091. [4333

£285.—1938 Daimler 2-litre 4-door de luxe saloon, in clean condition throughout; £100 down. —Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

95 gns.—Daimler 15, 1935 Mulliner sports saloon, sliding head, grey leather; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

DAIMLER. For any new model or for help and advice on one already in service, come to the officially appointed distributors with Daimler-Lanchester experience dating back over 30 years.—Walker and Ward, Ltd., Cheltenham. Tel. 3814 and 3816. [0865

DAIMLER 1953 (March) Consort saloon, very low mileage, property garage director, perfectly maintained, loose covers, wireless, heater; take A40 Austin part payment.—Silverstone County Club Road, St. Mellons, Cardiff. [4362

1939 18hp Daimler (as manufactured up to 1948) Sportsman saloon with boot, radio, exceptional condition; £260; deferred payments; part exchange.—26, Queensgate Mews, S.W.7. Wes. 5228 after 6 p.m. [C4069

XMAS gift.—£550, 1948 (June) Daimler 2½-litre saloon, colour blue with leather, taxed, heater, chauffeur maintained, as new; cash or terms.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. 1924 Cheetham. [4465

CAMDEN MOTORS offer a late 1940 Daimler 2½-litre saloon, without a doubt the most outstanding specimen we have ever handled, first delivered to wealthy titled owner in July, 1940; its appearance can be summed up in the one word immaculate without any degree of exaggeration, the general mechanical condition is of very high order indeed, and the car cannot fail to appeal to the most hypercritical connoisseur; £895.

CAMDEN MOTORS for Daimlers, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

LIMOUSINE (outswept tail) 1957/32hp. seating six behind partition, leather upholstery, exceptional carriage, black, selection from £595.—Alpe & Saunders (7-seaters purchased). Providence Court, North Audley St. Mayfair-2941. [C1006

Daimler Cars Wanted

CHARLES FOLLETT, Ltd., officially appointed Daimler retailers and repairers.
18 Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956-7-8. [W2010

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

XXX H. F. Edwards offer immediate cash for good Daimler cars.—Details please to 28, Upper High St., Epsom Surrey. Tel. Epsom 9400. [W2001

7-PASSENGER 1957/58/59 privately owned EL.24 Limousines required, cash waiting. Alpe & Saunders. Providence Court, North Audley Street, Mayfair-2941. [W1006

Daimler Spares and Service

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541. [6432

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. [0236/R

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kidderminster Rd., Croydon 5775. [0668

DAIMLER and Lanchester repairs, spares, gear boxes a specialty, reasonable charges.—A. A. Titmuss & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reliance 1647. [O666/R

DELAGE

BROOKLANDS: Individuality, new and used cars.

1951 series Delage D.6 saloon, 9,000 miles.
103 New Bond St., London W.1. Mayfair 8551-6. [C1029

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

Delage Spares and Service

SELBORNES, World Concessionaires, engines and body repairs; parts supplied.—82, Park St., W.1. [0659/R

Delahaye Spares and Service

SELBORNES, World Concessionaires, engines and body repairs; parts supplied.—82, Park St., W.1. [0660/R

DELLOW

1950 Nov. Dellow, blue, fair condition; £300 or offer.—274, Promenade, Blackpool. [4248

GORDON GARAGE (DULWICH), Ltd. Dellow distributors for London and South-Eastern counties.—33-35, East Dulwich Rd., London S.E.22. New Cross 3704. [0610/R

D.K.W.

DK.W. cars!! bought for cash, taken on sale or return, no charges, as part exchange for new Ford, etc.
B & M GARAGES, Ltd., for new crankshafts, guaranteed for 12 months, at £26/10, sleeve blocks, £11; new super German pistons at £2/8/6 each; clients own spares fitted as desired by skilled and trained D.K.W. men.—B & M Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016/R

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.
C. F. SMITH & Co., 85-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066/R

SOLE importers of genuine D.K.W. spares; write for Auto Union approved price list.—Carr's Motors, Hardman St., Liverpool. Royal 5141 (4 lines). [3801

Dodge Cars Wanted

7-PASSENGER 1958/59, required, (privately owned), details please, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 58474/57127. [0192/R

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. [0562/R

FIAT

DICKS.
1939 Fiat 500 coupe, a very attractive and well-maintained car; £250.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

CAR MART, Ltd.
1950 51 Fiat 1400 convertible coupe, radio, heater; £835.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1059

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

500 Fiat, one owner since 1947, excellent condition.—Tel. Freemantle 7009. [4503

295 gns.—Fiat 500, late 1959 4-seater convertible saloon, very carefully used, excellent condition; terms, exchanges.—Rowland Smith, below:—
225 gns.—Fiat 500, 1959 model convertible coupe, good condition; terms, exchanges.—Rowland Smith, below:—
195 gns.—Fiat 1100, 1959 pillarless saloon, sliding head, leather, IFS, good condition; taxed, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

FIAT

MAYFAIR GARAGES, Ltd., offer the following selection from their extensive stock of used Fiat cars.—Below.

MAYFAIR GARAGES, Ltd.—Sept., 1949, 1100E (introduced 1950) de luxe 4-door pillarless saloon, grey, Philco radio, twin spot lamps and horns, one owner, extremely smart car with outstanding road performance; 3 months' guarantee; £560.—Below.

MAYFAIR GARAGES, Ltd.—1950 (reg. July, 1953) 500C ohv right-hand drive de luxe convertible coupe, latest styled front, Fiat green, with cream wheels, hide upholstery, one owner, carefully maintained, very attractive car in outstanding condition throughout, 3 months' guarantee; £495.—Below.

MAYFAIR GARAGES, Ltd.—1947 model (reg. 1953) 500 de luxe hard top coupe, silver with maroon upholstery, reconditioned engine 200 miles ago, smart and economical car with outstanding road performance, 3 months' guarantee; £315.—Below.

MAYFAIR GARAGES, Ltd.—1959 500 2nd series de luxe convertible coupe, green, smart car with outstanding road performance, 3 months' guarantee; £285.—Below.

MAYFAIR GARAGES, Ltd.—1939 1500 de luxe l/h drive 4-door pillarless saloon, black with cloth upholstery, unusually well preserved car in outstanding condition throughout, 3 months' guarantee; £275.—Below.

MAYFAIR GARAGES, Ltd.—October, 1959, 500 2nd series de luxe full 4-seater convertible saloon, two tone red, leather upholstery, well maintained car with excellent and economical road performance for four adults, 3 months' guarantee; £275 (choice of two at same price).—Below.

MAYFAIR GARAGES, Ltd.—Sept., 1938, 500 convertible coupe, maroon red leather, excellent condition throughout, 3 months' guarantee;£225.—Below.

MAYFAIR GARAGES, Ltd.—1958 model 500 convertible coupe, black leather upholstery, economical small car with excellent road performance; £150.—Below.

MAYFAIR GARAGES, Ltd.—1958 model 1100 508c 4-door pillarless saloon, grey, good mechanical condition, shabby coachwork; £145 (choice of two at same price).—Below.

MAYFAIR GARAGES, Ltd.—Illustrated list and road test report on request; h.p. one-third deposit.—Below.

MAYFAIR GARAGES, Ltd.—Fiat Sales and Service, Balderton St. (opp. Selfridges), Mayfair, W.1. Mayfair 3104-5. Open 9-6, Sats. 9-1. [C5009

£298—Fiat 1500, reg. 1941, 4-dr. sln. pillarless sports sln., particularly nice condition, recently overhauled; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1938 Fiat 500 coupe de luxe, really superb condition; £185.—Cutler, Barn Cottage, Walberton, Arundel. Tel. Eastergate 367. [4407

C. V. RUSHMER, the Fiat specialists, offers Belvedere station waggon, March 1955, one owner, R.H.D., showroom condition, guaranteed.—39, Holland Park, W.11. Park 5751.

1940 Fiat 500 4 seater, reconditioned engine, £260; also 1957 Fiat 500, red and cream, new hood, good tyres, £110.—Clairmonte Bros., Shanklin Rd., London N.8. Mountview 5285. [C1056

1939 Fiat 500 drop head coupe, resprayed, excellent mechanically, very good tyres, good battery, most attractive; bargain £175, or £88 deposit, balance over 12 months.—Michael Motors, Ltd., 330, Norbury Avenue, S.W.16. Pollards 6098. [4364

Fiat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiats.—Balderton St., W.1. Mayfair 3104. [0695/R

Fiat Spares and Service

FIAT 500 trouble?—Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [0525/R

S. & S. MOTORS, Fiat 500cc spare stockists, retail and trade; replacement service units.—165a, Westbourne Grove, W.11. Bay. 1644. [0136/R

MAYFAIR GARAGES, Ltd.—Fiat 500, reconditioned, exchange engines, pre- and post-war, £58; Fiat repairs and renovations at competitive prices.—Below.
MAYFAIR GARAGES, Ltd., Balderton St., W.1. Mayfair 3104, open 9-6, Sats. 9-1. [0652/R

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat, Wembley. [0909/R

500, 1100, 1500 Fiat, full range of spares, reconditioned bench tested engines, gearboxes, radiators, dynamos, starters, distributors, in exchange; new carburettors, exhaust systems, running boards, hoods, S.I.A.T.A. ohv conversion set, practically new and complete, 18hp instead of 12hp! Stamp list; reconditioning and servicing.—Derrington, 159-161, London Rd., Kingston 5621-2. [81071

FORD (8 h.p.)

W. HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—
1953 Ford Anglia 8hp saloon, colour Bristol fawn, fitted seat covers, low mileage, one owner, with guarantee; £565.
W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C5042

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.
'PHONE Harrow 4282 for details

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) [0099/R

1947 Anglia, black, green trimmed, seat covers, recon. engine, £275.—Robbins, East Putney. Tel. 4581. [C5010

FORD (8 h.p.)

£95.—1934 Ford 8 saloon, definitely above average. £45 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1 and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578/R

1949 Ford Anglia, black, one owner, recon. eng., brakes and steering, lovely condition; £295; exchanges, H.P. terms, etc.—Mitchell Erskine (Bayswater), 105 Queensway, Bayswater, W.2. Bayswater 5929. [4444

Ford Eight Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Ford 8 cars.—520, Euston Rd., N.W.1. Euston 1212. [0172/R

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD (10 h.p.)

W
W. HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—
1953 Ford Prefect saloon, colour black, with leather upholstery, seat covers, heater, radio, twin spot lamps and link mats, spotless condition, 11,000 miles, one owner, with guarantee; £500.
1953 Ford Prefect saloon, colour fawn with leather upholstery, fitted loose covers, heater, radio, twin spot and sunshine roof, one owner, mileage 13,000, £500.
W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C5042

CAR MART, Ltd.
1952 Ford Prefect saloon; £465.—Car Mart, Ltd., 520, Euston Road, N.W.1. Euston 1212. [C1055

SCOTT CARS offer:—
1948 (December) Prefect, outstanding condition £32.
SCOTT CARS, 547, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.
'PHONE Harrow 4242 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100/R

AUTOMOBILIA Ltd., offers:—
1947 Ford Prefect, black, de luxe saloon, red leather upholstery, reconditioned engine recently fitted; £295.
PIPPBROOK Garage, London Rd., Dorking 4504, 3891. [C1029

DAGENHAM MOTORS, Ltd. Ford Main Dealers.
1953 Ford Prefect, fawn/hide, 2,400; £510.
1953 Ford Prefect, black/hide, 5,700; £495.
56 Park Lane, W.1 (Hyde Park 4866). 574, Ealing Rd., Alperton, Middx. (Perivale 5500), and 6, 8 and 12, Sangley Rd., Catford, S.E.6 (Hither Green 4821). [C1066

W. J. BROWN Ltd., established over 50 years, used Ford specialists.
1952 Ford Prefect saloon, beige, red leather, 11,400 miles, one owner; £465.
339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1951 saloon, black, leather, recon. engine, one owner, 28,000 miles; £415.—Below.
1947 saloon, black, leather, heater, recon. engine, 8,000 miles; £315.—Robbins, East Putney. Tel. 4581. [C5010

1948 Ford Prefect saloon, reconditioned engine, one owner; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1949 Prefect, beige, leather interior, low mileage, immaculate; £355.—42, Valliers Wood Rd., Sidcup, Kent. [4576

1953 (July) Ford Prefect, green/hide, under 3,000, as new; £500.—Miss Badley, Partney Rd., Spilsby (2180), Lincolnshire. [4525

£155.—1938 Ford 10 4-seater tourer; £55 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£315.—1947 Ford Prefect saloon, black, taxed, loose covers.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [4457

1937 Ford 10, recon. engine has been fitted, exceptional; £195.—Smith & Hunter, 576, Kensington High St., W.14. Western 2512. [C4019/1

1953 model (reg. Nov., 1952) Ford Prefect de luxe saloon, with leather upholstery, one owner, nominal mileage, indistinguishable from new; £475.
FERNSIDE MOTORS, Ltd., Mitcham Rd., Croydon. Tho. 1448-9. [5601

ARCHIE SIMONS & Co., Ltd.—1951 Ford Prefect saloon, colour beige, brown upholstery, nominal mileage, one owner only, as new; £445.—94, Gt. Portland St., W.1. Lan. 1545. [C4015

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1 and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Prefect saloons, low mileage, all guaranteed. [0579/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)

1947 Ford Prefects, two excellent vehicles at £295.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019

WALTER SCOTT Ltd.—1950 Ford Prefect, black, low mileage, exceptional; £585.—59, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri 5914 [C4006

DISABLED drivers Ford Prefect, all normal controls intact, delivered Nov. '49, almost new condition throughout; £575.—Buntings Motor Exchange, Harrow. Tel. 6225-6. [4466

1951 Ford Prefect saloon, £575; 1947 Ford Prefect saloon, £275; guaranteed; exchanges terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7087. [C5054

1952 model Ford Prefect saloon, leather upholstery, one owner, recorded mileage 14,000; £585; exchanges, h.p.—11, Perrymead, Prestwich, Manchester. Prestwich 2057. [4469

375 gns.—Ford Prefect, November 1949 saloon, leather, one owner, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Ford Ten Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150 Park Lane, W.1. Grosvenor 3434. [0174/R

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

£250 cash offered best post-war Prefect; private buyer.—View London, or 92, Coburg Rd., Dorchester. [4425

FORD CONSUL

WW. HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1953 Ford Consul saloon, choice of two, in immaculate condition, both low mileage; one at £650 and one at £650.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C5042

ALWAYS

FORD Consuls. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C5022

SLOCOMBE'S, Ltd.

1952 Ford Consul, leather upholstery, radio and heater, with our unique guarantee which includes periodical checks and service at no charge; £610.—Dudden Hill Lane, Willesden 4669. [C4017

AUTO SALES (LONDON), Ltd., offer:—

1953 Ford Consul, 4,000 miles only, leather, one owner; £650.—Auto Sales (London), Ltd., Belsize Rd., N.W.6. Maida Vale 5555. [4222

ALLAN TAYLOR (MOTORS), Ltd., offer:—

1951 Ford Consul, leather upholstery, radio and heater, £525.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [4487

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1953 Ford Consul, grey, radio and heater, 10,000; £650.

56 Park Lane, W.1 (Hyde Park 4866), 374, Ealing Rd., Alperton, Middx. (Perivale 5368), and 6, 8 and 12, Sangley Rd., Catford, S.E.6 (Hither Green 4821). [C1066

W. J. BROWN, Ltd., established over 30 years, used Ford specialists.

1953 Ford Consul saloon, Dorchester grey, red leather, heater, 1,800 miles, one owner; £685.

1953 Consul in green with beige leather, 7,400 miles, one owner, immaculate; £660.

1952 Ford Consul saloon, fawn, beige upholstery, with heater, f.h.d.; £495.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

CONSUL 1953 (Oct.), 650 miles; £675 or near offer; black, leather, heater.—74, Moor Lane, Hickmansworth. Tel. 4531. [4406

1952 Ford Consul, black, leather, heater; £595.—Hails (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [4491

£525—(Dec.) 1951, Consul, radio, heater and leather, 17,000 miles; terms or exchanges.—Broadway Motors, 67, High St., Hounslow. Hou. 0175. [C1026

1953 Consul D, grey, red leather upholstery, 6,000 miles, as new; £670.—The Service Garages (South Eastern), Ltd., 85, East Hill, Colchester 2772. [4306

525 gns.—Ford Consul, September 1951 saloon, leather, radio, heater, one owner; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 (Aug.) Ford Consul convertible drop head coupe, finished in blue with blue upholstery and hood, heater, screen washer, 1,200 miles only; guaranteed as new; very scarce type.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [4361

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD ZEPHYR

WW. HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1953 Ford Zephyr saloon, colour green with leather upholstery, seat covers, twin spot lamp, wing mirrors, heater, radio, Ace Rimbelishers, reversing light, underseated, balanced wheels, 6,000 miles, one owner, with guarantee; £750.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C5042

ALWAYS

FORD Zephyrs. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C5022

COACHCRAFT offer:—

£650!—1953 Zephyr, blue, one owner, very low mileage, heater, radio, almost as new; 3 months' mechanical guarantee, terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

H.W. MOTORS, Ltd., offer:—

FORD Zephyr saloon, finished black with red leather upholstery, fitted heater; £795.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042

R. C. WIMBUSH Ltd., offer:—

1953 (Oct.) Ford Zephyr, green leather and heater, 5,000 miles, as new; £695.

1953 (Oct.) Ford Zephyr, blue leather, 2,000 miles; £695.

312 Earls Court Rd., S.W.5. Fremantle 8401. [C4056

AUTO SALES (LONDON), Ltd., offer:—

1953 Ford Zephyr, Dorchester grey, red leather, heater, one owner, 14,000 miles only; £675.—Auto Sales (London), Ltd., Belsize Rd., N.W.6. Maida Vale 5555. [4221

A

GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

GUY SALMON AUTOMOBILES offer:—

1953 Ford Zephyr saloon, 9,000 miles, grey, red leather, heater; £685.

1952 Ford Zephyr saloon, black/red leather, 8,000 miles only, spare unused, fitted heater, faultless condition; £650.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1953 Ford Zephyr, black/red, loose covers, heater, etc.; £675.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1953 Ford Zephyr, blue, radio and heater, 4,000; £725.

1952 Ford Zephyr, blue, radio and heater, 9,000; £595.

56 Park Lane, W.1 (Hyde Park 4866), 374, Ealing Rd., Alperton, Middx. (Perivale 5368), and 6, 8 and 12, Sangley Rd., Catford, S.E.6 (Hither Green 4821). [C1066

CHARLES FOLLETT, Ltd., officially appointed retailers, offer:—

1951 Ford Zephyr saloon, metallic green, heater, radio, one owner, exceptionally well maintained car, 3 months' guarantee; value at £645.

18 Berkeley St., W.1. Mayfair 6266.

SERVICE, Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1953 Ford Zephyr saloon, colour black, red leather, fitted heater, as new; £625.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [C3038

1953 Ford Zephyr saloon, black with red leather upholstery, heater, one owner, immaculate condition; £695.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

FORD ZEPHYR

W. J. BROWN, Ltd., established over 30 years, used Ford specialists.

1953 Ford Zephyr saloon, Dorchester grey, red leather, heater, 714 miles, one owner; £745.

1952 Ford Zephyr saloon, opal, leather, heater, radio, 10,000 miles, one owner; £645.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1953 Zephyr, green, radio, heater, leather, 13,000, spotless; £635.—Petersfield Garages, Birmingham, 28. Springfield 1848. [4412

1953 (May) Ford Zephyr, Dorchester grey, red leather, heater, and every worthwhile extra, 11,000 miles, specimen condition throughout; £675.—Also:

1953 (Oct.) Ford Zephyr, black, 2,000 miles, as new; £695; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

1951 one-owner Zephyr, 17,000 miles only, duo-colour cream and brown, fitted radio, heater, unquestionable bargain; £565!!! — A.Z. Motors, Palmerston Rd., N.W.6. Mal 4723 [C1011

1952 Ford Zephyr, in unsoiled condition, one owner, small mileage, black/red hide interior, radio and heater, indistinguishable from new; £625; consider part-exchange.—14, Offington Gardens, Worthing. Swandean 849. [C4027

645 gns.—Ford Zephyr, November 1952 saloon, blue, blue leather, heater, one owner, small mileage, spare unused, exceptional condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£595!!!—Magnificent Ford Zephyr saloon, specially finished in 2-tone green, fastidiously maintained and literally has been mistaken for new Zodiac model; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Ford Zephyr Cars Wanted

WANTED, crashed or damaged Ford Zephyr.—Box 0067. [5917

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

FULL value paid for Zephyr or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

FORD (V.8)

WW. HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1949 Ford Pilot saloon, colour black with brown upholstery, fitted loose covers, link mats, radio, twin spot lamps, one owner, nice car; £400.

1952 Ford Pilot coachbuilt Utili-van, with built-in heater, perfect condition, 5,000 miles, one owner; £550.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C5042

SCOTT CARS offer:—

1951 Ford Pilot, radio, heater, loose covers, spot-lamps, immaculate; £395.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

AUTOMOBILIA, Ltd., offers:—

1951 (Apl.) Ford Pilot de luxe saloon, black, brown hide, one owner, exceptional condition, heater; £475.

PIPPBROOK Garage, London Rd., Dorking 4304, 3891. [C1089

METCALFE & MUNDY, Ltd.

1939 Ford V.8 foursome drop head coupe; £150.

280 Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

HENDON CENTRAL GARAGE, Ltd., offer:—

1950 (October) Ford Pilot saloon, in excellent condition throughout; £390.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

W. J. BROWN, Ltd., established over 30 years, used Ford specialists.

1950 Ford Pilot saloon, blue with blue leather, heater, one owner; £395.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 461-2-3, offer:—

1949 Ford Pilot saloon, silver grey, low mileage, excellent condition throughout; £395. [C1001

CASS'S MOTOR MART.—1950 Ford Pilot saloon, black leather, genuine 17,000 miles; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

FORD V.8 1939, stored 1940 to 1950, mileage guaranteed under 38,000, new engine, new tyres, leather interior, original cellulose, A.A. inspection.—344a, St. Albans Rd., Watford. [4396

J. DAVY offers: Ford Pilot with works' reconditioned engine, heater, nearly new tyres; £399.—180-4, Kensington High St. Wes. 9641; and 215, Brompton Rd., S.W.3. Ken. 1108. [C1069

1949 Ford Pilot, black, brown leather, radio and heater, magnificent condition; £385, or £130 deposit.—Tate & Hitchins, Ltd., Hayes Cres., Temple Fortune, N.W.11. Spe. 9873. [4342

175 gns.—Ford V.8, 1939 22hp saloon, leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1950 Ford Pilot saloon, black with brown leather, fitted heater, radio and spot lamp, good tyres, a one owner car, carefully maintained; £375.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1282. [C1078

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (V.8)

£195!!!—Magnificent Ford V.8 30hp saloon, very rare condition, one of the finest we have ever had, no one looking at or driving this vehicle would believe it's 14 years old; 3 months' guarantee; hire purchase, exchanges.
LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12 Finchley 6221. (East Finchley Underground.) [C2052

Ford V.8 Cars Wanted

C
M
THE CAR MART Ltd., wish to purchase Ford V.8 cars.—520, Euston Rd., N.W.1. Euston 1212. [0175/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

UTILITY—FORD OR OTHER BODIES

B. J. HUNTER Ltd., offer:—

1949 Ford 10 utility, Martin Walter body, very fine order; £575.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

1952 Model Ford 10 Utilecon estate car, green, red hide upholstery, heater and spotlamp, 14,000 miles only, used as a private car only; £465.
J. GILDER & Co., Ltd., 16, Cambridge St., Sheffield, 1. Tel. 26358/9. [4278

AMERICAN FORD

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K. —Lincoln Cars, Ltd., 64, West Rd., Brentford. Tel. Ealing 4506/9. [0749/R

Ford Miscellaneous Cars Wanted

R
S
ROWLAND SMITH'S, The Car Buyers, highest cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

L. T. DELANEY & SONS, Ltd., wish to purchase Ford 8 and 10hp cars.
VULCAN SERVICE STATION, Edgware Rd., Cricklewood, N.W.2. Gladstone 2202. [5690

XXX H. F. Edwards offer immediate cash for good Ford cars.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Ford Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0358

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4455 (5 lines). [0514/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2235), main Ford dealers, service and all spares. [0095/R

WE have one of the biggest stocks of Enfo spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned ISB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham. Rainham 770 (8 lines). Also 66, High St., East Ham, E.6. Grangewood 1130. [S3062/R

FRAZER NASH

FRAZER NASH, Le Mans, 1950, 2 owners, engine rebuilt last month by Brian Shawe-Taylor, new gear box and brakes, ready for racing or any type of competition, body, cellulose and mechanical condition excellent; £1,500.—Copeland, St. Mary's Close, Witney. [4281

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FRAZER NASH-B.M.W.

H. W. MOTORS, Ltd., offer:—

328 Frazer Nash-B.M.W., finished dark green with pale green leather upholstery, this car is in outstanding condition and is a superb example of this mark, complete works history available, including many of the latest modifications, fitted triple S.U. carburetters, full weather equipment, excellent tyres; £475.—H. W. Motors, Ltd., Walton-on-Thames. 2404-5-6. [C2042

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

BARTLETT.—Frazer Nash-B.M.W. 327/80 and 327/55 coupes, £675 and £595; Frazer Nash-B.M.W. 328 saloon, £450.—27a, Pembridge Villas, W.11. [C1015

265 gns.—Frazer Nash-B.M.W., 1939 2-litre type 320 Continental sports saloon, LHD, good condition; terms, exchanges, list.—Rowland Smith, below;—

175 gns.—Frazer Nash-B.M.W., 1956 2-litre type 45 convertible saloon, very good condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

BARTLETT will pay more for good Frazer Nash-B.M.W.s.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1015

HEALEY

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Healey roadster; £575.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

SILVERSTONE Healey, 1950, metallic blue, as new; spares.—Ring Gri. 2096. [4598

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, offer:—

1947 (Nov.) Healey Elliott saloon, finished black/grey, with red leather upholstery, radio, heater, link mats, just overhauled at a cost of £400, superb condition; £650. [C1001

1953 Healey 2½-litre saloon by Tickfords; £1,225.—J. Fricker, Ltd. Park 5077. [C2016

1950 Healey Silverstone, red, low mileage, immaculate; £625.—G. E. Harper, Stevenage 700. [4340

BROOKLANDS: Sole concessionaires, Healey.—New 4-seater saloon, coupe and convertible 5-seater from stock.

1952 Healey Abbott drop head coupe.

1951 Healey Abbott d.h. coupe, small mileage.

1950 Healey Silverstone sports 2-seater.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

1951 Healey saloon, 13,000 miles, one owner; £675.—Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2232-3. [C1063

£450—Healey 16 1949 4-dr. sn., excellent mechanical condition, high head room, coachbuilt body; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

BARTLETT.—Healey superb 1951 coupe, £1,100; Healey Elliott saloon, specimen car; Healey special streamlined saloon, £495.—27a, Pembridge Villas, W.11. Bayswater 0523. [C1013

JACK ROSE, Ltd., offer Austin-Healey 100 sports 2-seater, guaranteed 200 miles only, in blue with overdrive; accept £1,150.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

ROSE & YOUNG, Ltd., offer 1950 Healey Silverstone E type 2-seater, excellent condition, £525.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

ABBOTT drop head coupe, late 1951, a host of extras, probably the fastest and best maintained specimen in the country, fully guaranteed, property of managing director of Ronald Kent (Coachbuilders), Ltd., Coalwharf Rd., Shepherds Bush 2231. [4004

Healey Cars Wanted

SILVERSTONE wanted for cash.—Tel. Valentine 4674 after 6 p.m. [W2018

RICHARDS & CARR, buy Healeys.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

BARTLETT will pay more for good Healeys.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1015

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, urgently require Healey cars, all models. [W1001

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

HILLMAN 10

ALWAYS

HILLMAN Minxs. A selection with a written guarantee and free after sales service at
TAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY. The Hire-Purchase specialists.

1951 Hillman Phase IV convertible coupe, in immaculate condition throughout, 23,000 miles, fitted radio and heater, interior as new, hood unmarked; 519gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4042

CAR MART, Ltd.

1952 Hillman Minx Phase V coupe; £595.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [C1059

TOM GARNER, Ltd., offer:—

1953 Hillman Minx Mark VI Californian hard top saloon, duo green with fawn upholstery, heater, radio, 7,000 miles only; at list price.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.,

100% Rootes Group Dealers, offer:—

1952 series Hillman Minx coupe, excellent condition; £575; exchanges and h.p. facilities.
MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008/1

HILLMAN 10

AUTOMOBILIA, Ltd., offers:—

1949 Phase III Hillman Minx 4-door de luxe sunshine saloon, green with leather upholstery, heater, 23,000 miles, very carefully maintained; £475.
PIPPBROOK GARAGE, London Rd., Dorking 4504. 5891. [C1089

WARWICK WRIGHT, Ltd., offer:—

1952 Hillman Minx saloon, blue, 25,000 miles; £575.

1952 (December) Hillman estate car, moorland grey, 15,000 miles; £675.

1953 Hillman Minx saloon, mid-green, 4,000 miles; £660. Another saloon also, in claret, similar mileage; £660.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.,

100% Rootes Group dealers

IF you are interested in the purchase of a used Hillman Minx, we offer only specimen cars at moderate prices; our part exchange allowance prices are really fair and we wish to be helpful regarding finance facilities; we hold comprehensive stocks of all models, 1946-52, from £500 to £650; trade enquiries welcomed. —609, Kenton Rd., Harrow. Wordsworth 7805. [C1009

HENDON CENTRAL GARAGE, Ltd., offer:—

1953 Hillman Minx saloon, all extras, including heater, radio, loose covers, overriders, etc.; £675.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1947 Hillman Minx saloon in blue, taxed; £295.

READ BROS. MOTOR Co. (LONDON), Ltd., 58, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1674. [C3048

DAGENHAM MOTORS, Ltd., offer the following cars:—

1952 Hillman drop head coupe, green, 9,000; £595.

56, Park Lane, W.1 (Hyde Park 4866), 374, Ealing Rd., Alperton, Middx. (Perivale 5388), and 6, 8 and 12, Sangley Rd., Catford, S.E.6 (Hither Green 4821). [C1066

PHOENIX MOTOR COMPANY (SURREY), LIMITED, offer:—

1953 Hillman Minx Mark VI saloon, black, red upholstery, 10,000 miles only, unused spare, this car is in immaculate condition throughout; £655. —Cars purchased.
PHOENIX MOTOR Co. (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C3044

1953 Hillman Minx saloon, one owner, extras, low mileage; £595.
GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3023

1952 Hillman Minx drop head coupe, one owner, radio, heater, small mileage; £595.
FERNSIDE MOTORS, Ltd., Mitcham Rd., Croydon. Tho. 1448-9. [3599

1953 Hillman Minx saloon, black/brown leather, 550 miles; £667.—J. Fricker, Ltd., Park 5077. [C2016

£139—1952 Hillman Minx de luxe saloon, excellent condition throughout, choice of two.—Below.

£85—1936 Hillman Minx saloon, excellent runner.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yds. Clapham South Tube.) Batt. 1107-8-9. [C2024

1946 Hillman Minx sun saloon, metallic grey; £275.—Buntings Motor Exchange, Harrow. Tel. 6225-6. [4467

SEPTEMBER, 1951, Hillman Minx Mark V, green and beige; £545.—Blue Star Garage, 564, Kensington High St., W.14. [C4051

1952 (Dec.) Hillman Minx Phase V, black, 8,000 miles, immaculate; £640.—Brown, 127, Anerley Rd., S.E.20. [4548

1953 Hillman Minx coupe, 1,000 miles, as new, numerous extras; £675; 3 months' guarantee, terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

£589!!!—1953 Hillman Minx drop head coupe, absolute gift and bargain price; compare this value anywhere.—Below.

£299!!!—1945 Hillman Minx saloon, excellent condition, choice also 1946 and 1947 saloons.—Below.

£245!!!—1938 Hillman 10 drop head coupe, specimen condition vehicle, the finest we have had, 3 months' guarantee, hire purchase, exchanges.
LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

HILLMAN Minx, 1939 d/h 4-seater coupe, one owner, exceptional condition throughout, £225.—62, Beverley Drive, Edgware. 5197. [4559

£585—1952 Phase V Hillman Minx convertible, black with beige, fitted heater, loose covers, 19,000 miles, immaculate.
DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 266. [C1079

1952 Hillman Minx, in first-class condition, 18,000 miles; £595 (no dealers).—26, Eton Ave., Heston, Middx. Sou. 3793. [4244

545 gns.—Hillman Minx 1952 series Phase V saloon, heater, one owner, small mileage, exceptional condition; terms, exchanges.—Rowland Smith, below;—

345 gns.—Hillman Minx 1947 fourseme drop head coupe, grey, blue leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4019

1940 Minx saloon, 2,000 miles since £145 recondition; 3 months' written guarantee; £325.—Speedsters, Ltd., Horley (Surrey) 628, until 9 p.m. [C4020

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

1951 Hillman Minx saloon, black with brown leather, very well maintained; £495.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022/3

8000 miles, 1952 Minx, new condition, spare unused; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

£495—1952 (May) Hillman Minx d/h coupe, green, taxed, heater, as new.—Simm, 19, Bennett Rd., Higher-Crumpsall, Manchester, 8. Tel. 1924 Cheetham. [4464

1953 (July) Hillman Minx, 5,000 miles only, new condition throughout, unrepeatable; £645.—Jack Pozner (Autos), 595, Hendon Way, N.W.4. Hendon 1423-4. [C3063

1947 Hillman d/h coupe, seat covers, unusually fine condition throughout, guaranteed; £555.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

CAMDEN MOTORS for Hillman Minx.—Fourteen post-war saloons in stock 1946-1953, including a Californian hardtop a month or two old, and 12 pre-war Hillmans from £95.

CAMDEN MOTORS for Hillman Minx.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

1950 model Hillman Minx saloon, pastel green with beige leather upholstery, excellent condition throughout; £445.—Pantiles Service Garage, London Rd., Guildford. 5326. [C3055

1942 Hillman Minx not ex-W.D., 4-door saloons, black, brown leather, excellent condition throughout, choice of 3 from £150.—Kings Motors, 1, High St., Hounslow. Tel. 5552. [C2049

1950 (1 (November, 1950) Minx coupe, 29,000 miles, one owner only, regularly serviced by Hillman dealers; £475.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [C3011

1947 Hillman Minx drophead coupe, excellent condition, reconditioned engine, bodywork unmarked; 335gns or part-exchange Humber Hawk.—Lindenside Bungalow, Papcastle, Cumberland. Cockermouth 3198. [4377

PRIDE & CLARKE, Ltd.—1952 Hillman Minx drop head coupe, black/red leather, 17,000 miles, heater, one owner, £499; 1951 saloons, black/brown leather, one owner, choice two, £479; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Hillman Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Hillman cars.—130, Park Lane, W.1. Grosvenor 3434. [0671/R

CRSROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CRROOTES, Ltd.,

CRDISTRIBUTORS,

CREQUIRE modern low-mileage Hillman cars.

CBIRMINGHAM.—Lower Temple St. (Central 8411.)

CMANCHESTER.—129, Deansgate. (Blackfriars 6677.)

CMAIDSTONE.—(Maidstone 3333.)

CCANTERBURY.—(Canterbury 3252.)

CWROTHAM Heath.—(Borough Green 4.)

CROCHESTER.—(Chatham 2231.)

CROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108/R

CREALLY good second-hand Hillman 10 required.—Cobb, 30, Harley House, N.W.1. [W1086

XXX H. F. Edwards offer immediate cash for good Hillman cars.—Details please to 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. [W2059

BIRMINGHAM and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0088/R

NOTTINGHAMSHIRE distributors Humber Hillman, always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Cripps & Co. Ltd., Parliament St., Nottingham. Tel. 46381. [0552/R

Hillman Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0337

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialists (30 years), well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1183 [0676/R

BARKING.—For full stocks of spares and genuine service for Hillman owners come to Albons Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0438/R

HOTCHKISS

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481/2/3, offer:—

1950 Hotchkiss 3½-litre Paris-Nice saloon, finished black, grey leather upholstery, Cotal electric gear box, superb condition; £875. [C1001

HOTCHKISS

METCALFE & MUNDY, Ltd.

A MOST attractive Hotchkiss 4-door saloon, actual 1950 show car, immaculate black coachwork, red hide upholstery, Cotal gearbox, 31,000 miles, fantastic performance; £750.

280 Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

PETER BANTOCK CAR SALES offer:—

1939 Hotchkiss 10hp drop head coupe, a perfect specimen of this rare model, very fast but 30-35 mpg; £325.—104, High Rd., Chiswick 2725/5870. [C1014

H.R.G.

L. F. WARD, Ltd.

1949 H.R.G. 1500 sports, exceptionally clean car.

L. F. WARD, Ltd., Grange Road Garage, Grange Rd., Thornton Heath. Tel. Thornton Heath 3547. London office: Mayfair 0146. [C4043

H.R.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H.R.G. Spares and Service

CHARLES FOLLETT Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0594/R

HUDSON

GUY ALFREDS & Co., Ltd.—1946 Hudson 8 saloon, right-hand steering, elegant; 1939 Hudson 22 drop head foursome.—6-7, Warren St., W.1. Euston 3268. [C1005

1938 Hudson 22hp saloon, in exceptional condition, looks and is equal to any post-war, fitted radio, any examination; £175!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

£265!!!—Hudson 22 special de luxe 6-seater saloon with sunshine roof and luxurious leather upholstery, genuine specimen condition; if you see this you will realise you cannot buy better; really magnificent throughout; 3 months' guarantee; hire purchase; exchanges.

LAMBS, Finchley Showrooms: 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1951 (52 Hudson Pacemaker sedan 4-door saloon, one owner, black, rose and grey upholstery, fitted with nylon loose covers, radio and heater, windscreen washers and many other extras, serviced monthly from new, right-hand drive, faultless condition, cost over £3,000; £1,800.—Sidford Car Sales, Commercial Rd., Southampton. Tel. 5252. [4481

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus 2874-5. [0861/R

MANCHESTER.—Distributors of Hudson cars; large stock of spares, repairs and overhauls.—Ardwick 4561/7.

WILLIAM ARNOLD Ltd., Upper Brook St., Manchester, 13 [0516/R

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines; spares and service; quote chassis number.—85-101, Heath Rd., Twickenham. Tel. Popesgrove 1085-6-7. Telegrams: Spikins, Twickenham [0568/R

HUMBER

COACHCRAFT offer:—

£695! 1952 (May) Super Snipe, 15,000 miles only and completely unmarked, full history and servicing data available; 9 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

B. J. HUNTER, Ltd., offer:—

1951 Humber Super Snipe saloon, showroom condition; £695.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., offer:—

1952 Humber Super Snipe touring limousine, black with beige upholstery, heater, recorded mileage 11,880, £895.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

TOM GARNER, Ltd., offer:—

1952 Humber Super Snipe Mark III saloon, steel grey with red leather, 9,000 miles only; £875.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

H. BEART & Co., Ltd., offer:—

1952 (May) Humber Super Snipe saloon, grey with grey upholstery, small mileage, the property of one owner since new; outstanding value at £735.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1081

WARWICK WRIGHT, Ltd., offer:—

1952 Humber Super Snipe saloon, heater, black, 25,000 miles; £795.

1952 Humber Super Snipe, black, 11,000 miles; £875.

1953 (Sept.) Humber Hawk saloon, heater, gun grey, 3,000 miles; £925.

1951 (Oct.) Humber Hawk saloon, heater, satin bronze, 13,000 miles; £725.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

HUMBER

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

100% Rootes Group dealers.

IF you are interested in the purchase of a used Humber, we offer only specimen cars at moderate prices. Our part exchange allowance prices are really fair and we wish to be helpful regarding finance facilities. We hold comprehensive stocks of Hawks, Snipes and Pullmans from £650 to £1,350; trade enquiries welcomed.—609, Kenton Rd., Harrow. Wordsworth 7805. [C1006

PHENIX MOTOR COMPANY (SURREY), LIMITED, offer:—

1951 (Feb.) Humber Super Snipe saloon, black, brown leather upholstery, 28,000 miles, one owner, all tyres nearly new, including unused spare, excellent condition throughout; offered at the bargain price of £575.—Cars purchased.

PHENIX MOTOR Co. (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C3044

HAWK, '49, one owner, 29,000 miles; £475.—Valentine 4674 after 6. [C2018

1948 Humber Hawk saloon, black with grey upholstery, first-class condition; £465.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

CAMDEN MOTORS for Humber limousines.—See under Hire Car advert. page 41 this issue.

CAMDEN MOTORS for Humbers.—1950 Super Snipe saloon, coachwork in very attractive pastel-finish with beige leather interior, a privately owned car with several extra refinements, wing-mirrors, screenwash, heater, etc.; £495.

CAMDEN MOTORS for Humbers.—Choice of two others similar to above, one black, one green, at £485, and one of the very rare and desirable 1950 Tickford Super Snipe drophead foursome coupes, also a late 1950 Hawk.

CAMDEN MOTORS for Humbers.—Late pre-war Super Snipes 1938/9, saloons and dropheads; choice of five from £195.

CAMDEN MOTORS for Humbers.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

1953 Humber Hawk saloon, grey, red leather, genuine 1,500 miles, virtually new; £925.

RIPCO, Ltd. (Humbers purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1951 16hp Hawk, bronze, heater, one careful owner; £575.—Campbell Symonds, Wembley 6262. [C1037

1951 Humber Hawk, black, red leather, in as new condition, 5,000 miles, one owner; £675.—Haskens, Ladbroke 1155. [C3027

NEW unregistered Humber Hawk, black/red leather; list price; £985/14/2 inc. tax.—Gordon White & Co., Ltd., Gerrards Cross 2077. [4518

1949 Humber Hawk, one owner, beautiful order; £495.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1948 Humber Hawk saloon, one owner, clean.—Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. W.X. 2760. [3291

1952 Humber Super Snipe saloon, 6,000 miles; £895.—Gordon Cars (London), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

1951 Humber Super Snipe saloon, one owner, as new; £645.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube.) [C2050

1951 Humber Hawk saloon, black with brown leather, well maintained; £650.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022/1

1949 Humber Pullman limousine, black leather throughout, excellent condition; £825.—Harry Martin, 23, Devonshire Place Mews, W.1. [4513

1950 Humber Super Snipe saloon, 25,000 miles, exceptional condition; £575.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1950 Humber Super Snipe saloon, black with brown leather, chauffeur maintained; £550.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1948 Humber Hawk saloon, 14hp, beige with maroon cloth, terms and exchanges; £425.—Waymouth, 57, Huxley Rd., Edmonton, N.18. Tel. Tottenham 9848. [4314

1947 Humber Super Snipe sedanca, H. J. Mulliner body, occasional seats; £625.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

795 gns.—Humber Super Snipe late 1952 saloon, gunmetal, grey leather, heater, Ace Rimbellishers, one owner, 10,000 miles, nearly new, terms, exchanges.—Rowland Smith, below

475 gns.—Humber Super Snipe 1949 saloon, sliding head, leather, radio, heater, excellent condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£395!!!—1947 Humber Hawk de luxe saloon, beautifully finished, large economical 5-seater, thoroughbred motor car at give-away price; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1948 Humber Hawk 4-door de luxe saloon, 27,000 miles only, immaculate throughout; £435.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043/1

1950 Humber Super Snipe, black, brown leather, heater, fitted very nice condition, bargain; £485.—Silverthorne Motors, Ltd., 46, Fitzroy St., W.1. Euston 7811. [C4011

HUMBER 27hp sedanca de ville by H. J. Mulliner (1947), dark blue with fawn interior, an outstanding car in excellent condition; £650.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022/2

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

1952 Humber Super Snipe saloon, grey with grey leather, taxed, heater, one owner only, 16,000 miles, immaculate condition; £795.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1951 model Humber Super Snipe saloon, satin bronze, beautifully maintained by one fastidious owner since new; £575.—Garage Service Co., Ltd., 1,081, Finchley Rd., Golders Green, N.W.11. Speedwell 8692 or 7008. [C2019

1952 (Aug.) Humber Super Snipe, exceptional condition, one owner, fitted heater and loose covers, quite unblemished, genuine bargain, £725; also Snipe staff car, first registered 1952, perfect condition, quite indestructible, unrepeatable offer, £195!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mai 4723. [C1011

A & S Limousine Specialists—offer unique range selected low mileage carriages—certified mechanically.

LIMOUSINE, 1934/24hp. partition, 7-forward, leather throughout, genuine mileage 31,000, black, 1951 condition, privately owned, exceptional value.

LIMOUSINE, 1947, mitred edge Pullman, partition, forward occasionals, black, meticulously maintained, reasonable mileage., private, £695.

LIMOUSINES, extensive range 1950-51-52, specimen carriages, partition, forward occasionals, leather also cloth upholstery, radio, heater, genuine low mileages, certified mechanically, selection-£925. (Lists posted). A.pe & Saunders, (7-seaters purchased) Providence Court, North Audley Street. Mayfair-2941. [C1006

Humber Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Humber cars.—320, Euston Rd., N.W.1. Euston 1212. [0672/R

R

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Humber cars

BIRMINGHAM.—Lower Temple St. (Central 8411.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

MAIDSTONE.—(Maidstone 3333.)

MANCHESTER.—129, Deansgate (Blackfriars 6677.)

CANTERBURY.—(Canterbury 3252.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

1949 or 1950 Humber Hawk.—Lindenside Bungalow, Papcastle, Cumberland, Cockermouth 3198. [4378

FULL value paid for Humber or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

PULLMAN limousines wanted.—Particulars, mileage and price to Woodall Nicholson, Ltd., Well Lane, Halifax. Tel. 4231. [0330/R

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. [0086/R

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553/R

7-PASSENGER 1946/48/50/52 Limousines and Imperial Saloons, also private 1938/39 Limousines required immediately, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

Humber Spares and Service

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [0398/R

JAGUAR

H

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors,

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0027/R

JAGUAR

DICKS.

1947 Jaguar 1½-litre saloon, special equipment model, fitted discs; £450.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

ACRES offer:—

1950 Mark V Jaguar, radio and heater, beige with beige leather, one owner only, 20,000 miles, many extras; £795.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

ACRES offer:—

1951 Jaguar XK120, ivory and red, many extras, 12,000 miles only, never used for competitions, indistinguishable from brand new; £895.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London S.W.2. Tulse Hill 1909. [C1002A

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1949 Jaguar 3½-litre saloon, in really exceptional condition, fitted radio and heater, Ace wheel discs, extremely smart; £469.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors; part exchange on your present motorcycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4042

COACHCRAFT offer:—

£395!—1947 (May) Jaguar 1½ special equipment saloon, very well-kept car, sound in every way and not in need of replacements or repairs; 3 months' mechanical guarantee.—Below.

£595!—1950 (February) Mark V 3½ saloon, one owner, bodywork (black and chromium) exceptionally clean and free from corrosion, particularly nice chassis, steering, brakes, transmission, engine, etc., very good (maintains makers' oil pressure hot), regularly serviced by main agents, nearly new tyres, heater, H.M.V. radio, a very desirable Jaguar in every way; 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

B. J. HUNTER, Ltd., offer:—

1951 Jaguar XK120, over £200 modifications, very attractive at £925.

1950 Jaguar 3½-litre Mark V saloon, fast and attractive car; £725.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. [C2040

ROSE & YOUNG, Ltd., offer:—

1952 Jaguar Mark VII, 7,000 miles, fitted radio, as new, black; £1,195.

1952 XK120, 12,000 miles only, fitted radio, unraced, ivory; £995.

1951 XK120, moderate mileage and modifications, very fast, blue; £850.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C5057

H. BEART & Co., Ltd., offer:—

1947 3½-litre Jaguar saloon, finished in grey with red upholstery, fitted H.M.V. Radiomobile; this is the property of one owner and was supplied by us when new, it has been very carefully maintained and we can thoroughly recommend it in every way; £425 o.n.o.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1081

PHILIP RICKARDS, Ltd., offer:—

1953 Jaguar Mark VII saloon, grey, radio, seat covers, 7,000 miles; part exchanges; deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

CHARLES FOLLETT, Ltd., offer:—

1949 Jaguar Mk V sal., 15,000 genuine miles only, black, radio, heater, one owner, this car is in superb condition throughout, fully serviced and guaranteed; £745.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE, works and stores; Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

HAROLD SIMONS, Ltd., offer:—

1947 Jaguar 1½ saloon, black, beige leather upholstery, sun roof, demister, a good looking car which has been well maintained mechanically; £465; 3 months' written guarantee; free service after-sale; exchanges, deferred; trade enquiries welcomed.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 5 minutes Trolley East Finchley Tube). Finchley 0052-53. [C4065

GUY SALMON AUTOMOBILES offer:—

1953 (June) Jaguar XK120 sports 2-seater, twin exhaust pipes, H.M.V. radio, grey/red leather, total mileage 1,500, positively indistinguishable from new; £1,395.

1952 (May) Jaguar Mark VII saloon, 14,000 miles, silver grey/red leather, H.M.V. radio, screen washers, special Ace discs, immaculate; £1,265.

1951 Jaguar Mark V drop head coupe, low mileage, radio, superb condition; £985.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

BROOKLANDS: Individuality new and used cars.

1952 Jaguar XK120 open 2-seater, special works modifications, cost £2,200; price £1,275.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8551-6. [C1029

JAGUAR

CHEPSTOW GARAGES, Ltd., Bayswater 2949.

WE never close. 1953 (December) Mark VII saloon, cream, 2,000 miles only; £1,395.

WE never close. 1951 Mark V D.H.C., equipped with all extras, 16,000 miles, a very rare car; £865.

WE never close. 1950 Mark V saloon, two-tone grey, radio, new tyres, 26,000 miles; £775.

WE never close. 1949 Mark V saloon, black, radio, excellent tyres, low mileage; £695.

WE never close. 1948 late 1½-litre, black, low mileage, radio, immaculate condition, like new; £485.

XK120.—Three in various stages of modifications; please inform us of your requirements; £850 upwards.

WE never close. You may inspect our stock of used Jaguars at any time of the day or night, Sundays or week-days.

PETROL Service Sales always open.

CHEPSTOW GARAGES, Ltd., Ledbury Rd., W.11. Bayswater 2949. [C1042

1948 Jaguar 3½-litre coupe, as new; £585.

1947 (1948 mdl) Jaguar 1½-litre saloon, black; £495.—Gordon Cars (London), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2025

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1951 Jaguar XK120 2-seater, full racing modifications; £995.

1951 Jaguar XK120, black with beige leather, total mileage 27,000 in exceptionally good condition throughout; £925.

1950 Jaguar XK120, black with beige leather, mileage 21,000, in excellent condition; £895.

1950 Jaguar Mark V, black with red leather upholstery, fitted with radio, heater, etc., one owner, £900.

1947 Jaguar 3½-litre saloon, black with brown; £400.

COOMBS & SONS (GUILDFORD) Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1952 Mark VII, grey, moderate mileage; £1,035.—Mansfield Autos. Ltd., Euston 2587. [C5001

JAGUAR 1½ 1939 saloon, black, well maintained.—Edwards, 7, Tatton Rd., Liverpool, 9. Aintree 2429. [4583

BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0061/R

1953 Jaguar Mk VII saloon, black/brown leather, loose covers to front seats, 3,500 miles.—J. Fricker, Ltd., Park 5077. [C2016

XK120 1951, 24,000 miles, exceptional car throughout, unmodified, fitted radio; £850.—Tel. Larkswood 6540. [4588

1950 Jaguar Mark V, 27,000, privately owned, polychromatic, lifeguards, unblemished, any examination.—Catton Grange, Norwich. [4549

XK120 1951, 23,000 miles recorded, unmodified, unraced, £865.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C5045

1950 (March) Jaguar Mark V 3½-litre saloon, black/brown leather, low mileage, heater, immaculate condition, mechanically perfect, £685.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1938 Jaguar 3½-litre foursome coupe, excellent, guaranteed, £180; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4058

1946 (Nov.) 2½-litre saloon in grey, maintained at very high level, new battery; £400.—A. A. Clark, Ltd., Frances Rd., Windsor. Tel. 1150. [4017

395 gns.—Jaguar, September 1947, 3½-litre saloon, sliding head, leather, heater, excellent condition; terms; exchanges.—Rowland Smith, below.

165 gns.—Jaguar 1956 2½-litre saloon, sliding head, leather, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

CAMDEN MOTORS for Jaguars.—Mark VII saloon, 1952 grey/red leather, H.M.V. radio, heater, wing mirrors, immaculate low-mileage specimen; £1,345.

CAMDEN MOTORS for Jaguars.—Mark V saloon, 1950 series one owner, radio, heater, polychromatic blue, beautiful specimen, £695.

CAMDEN MOTORS for Jaguars.—Mark V saloon, 1949, finished black with brown leather, outstanding order; £625.

CAMDEN MOTORS for Jaguars.—Mark V saloon 2½-litre model, July, 1949, just recellulosed grey, beautiful red leather interior, radio, heater, seat covers; £645.

CAMDEN MOTORS for Jaguars.—3½-litre drop head foursome coupe, 1949, fitted discs, wing mirrors, new double texture mohair hood, very good condition; £495.

CAMDEN MOTORS for Jaguars.—3½-litre saloon, 1949, two previous owners fitted discs, heater, screenwash, attractive condition throughout; £495.

CAMDEN MOTORS for Jaguars.—1½-litre 14hp saloon, 1948, fitted radio and discs, black with red leather, moderate mileage; £495.

CAMDEN MOTORS for Jaguars.—1½-litre special equipment saloon, 1947, two previous owners, original finish in silver-grey, smart red leather upholstery, built-in heater; £450.

CAMDEN MOTORS for Jaguars.—1½-litre saloon, 1947 standard model without heater but equipped with discs, wing mirrors, screen demister, etc.; £395.

CAMDEN MOTORS for Jaguars.—2½-litre saloon, 1947 model, usual special equipment, discs, heater, very good cellulose and interior; £595.

CAMDEN MOTORS for Jaguars.—1½-litre saloon, 1940, looks identical to above models and in thoroughly sound order throughout; £345.

CAMDEN MOTORS for Jaguars.—1½-litre saloon, 1938/9, one owner since 1945, prior to which the car had been stored for five years, moderate total mileage, £265.

CAMDEN MOTORS, the Jaguar Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

1950 Mark V 3½-litre Jaguar saloon, heater, radio, colour black, beige leather; £675.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

1951 XK120, all modifications, in excellent condition throughout; £950.—Louis & Co., 56, Lancaster Mews, London, W.2. Paddington 9196. [2069

1954 series Jaguar Mark VII saloon, in black with red leather, works mileage; list price.—Frank L. Hall, Half-Way Garage, Maidenhead 715. [4418

1946 Jaguar 2½-litre saloon, special equipment model, very good throughout; £395.—Gefbar Motors, Ltd., 27, Thirlwell Rd., Sheffield 2. Tel. 50716. [4584

1953 Jaguar Mk. VII saloon, 9,000 miles, in beautiful condition; £1,395.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [C2028

1953 (May). Mark VII Jaguar, 5,000 only, radio, special bargain.—Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [4489

1½-litre Jaguar saloon (Nov., 1946), birch grey with red leather, very carefully used, an outstanding car; £485.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4002

NOV., 1949, Jaguar Mk V 3½-litre saloon, guaranteed mileage 25,000, radio and heater, exceptional condition mechanically, price £695.—John Ruscoe & Co., Ltd., Hyde. Tel. 75. [4521

JAGUAR VII, battleship grey, red upholstery, new July, 1955, only 5,500 miles, superb condition, better than new, radio, Ace Rimbellishers, underseal; £1,400 or near offer.—Box 2524. [4232

1948 Jaguar 3½-litre saloon, low mileage, in really excellent condition; £485.—Taylor & Crawley, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Slo. 5213. [C4056

1946 3½-litre Jaguar saloon, black, brown leather, chauffeur driven, excellent condition; £400.—Capital Motor Co., Ltd., Tudor Garage, Tattenham Lane, Hornsey Mon. 3451. [4006

XK120, May, 1955, fixed-head coupe, ivory with blue upholstery, radio, mileage 1,500 only, equal to new, unmarked, driven very carefully by a fastidious owner; £1,600.—SANDERSON & HOLMES, Ltd., The Jaguar Distributors, London Rd., Derby. Tel. 47471 (5 lines). [4255

JAGUAR Mark V 1949/50 3½-litre saloon, black with brown leather, two owners only, speedometer reading 18,000 and believed genuine, car unmarked throughout; £575.—Tel. Birmingham South 3018. [4565

1946 (Nov.) 3½-litre Jaguar saloon, gunmetal, red leather, mechanically perfect, coachwork exceptionally good condition, radio, new engine; £400. Beardmore, 26, Queensway, W.2. Bayswater 0156. [C1015

1952 (July) Mk. VII, immaculately maintained regardless of cost over very careful 17,000 miles, pastel blue; £1,250; sports or small car exchange entertained.—126, Woodlands Rd., Birmingham, 11. Springfield 3098. [4511

£744!!!—Magnificent 1950 Jaguar 2½-litre de luxe saloon, most attractively finished, bodywork like new, whole car specimen condition, speedometer reads 17,000, but frankly vehicle looks and runs like brand new.—Below.

£295!!!—1939 Jaguar 1½-litre drop head coupe, good sound condition throughout and rare vehicle.—Below.

£525!!!—1948 Jaguar 1½ de luxe saloon, most magnificent and beautiful condition throughout; 3 months' guarantee; hire purchase; exchanges. LAMBS, Finchley Showrooms: 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [2052

1951 Jaguar XK120 sports, bronze, radio, good tyres, modified twin exhaust, never raced, excellent condition throughout, any inspection invited; 3 months' guarantee; £895.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

1946 (August) 1½-litre Jaguar, black, 47,000 miles, overhaul now completed costing £160 (account available); this car is in superb condition and should give many thousands of trouble-free miles; inspection invited; £430.—Tel. Flaxtol 426 after 7 p.m. (Near Sevenoaks.) [4504

1947 Jaguar 3½-litre de luxe saloon, fitted wireless, heater, speedo, reading 24,000 which coincides with the condition of the car which is immaculate throughout; £475; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2055

Jaguar Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Jaguar cars.—150 Park Lane, W.1. Grosvenor 3434. [0873/R

RROWLAND SMITH'S The Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted good condition post-war Jaguar cars, offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13

MAIN dealers urgently require modern Jaguar cars.—Tel. Palmers Green 3631-2-3. [W4002/R

JAGUAR Mark VII, low mileage, exchange Riley 2½-litre saloon; cash adjustment.—Tel. Blandford 240. [4338

Jaguar Cars Wanted

MARSTON MOTOR Co., Ltd. for your Jaguar.—Tel. Sta. 6000. Seven Sisters Rd., Tottenham, N.15. [0190/R

XK120 wanted in good condition for cash.—Valentine 4674 after 6 p.m. [W2018

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

RICHARDS & CARR buy XK120, Mark V and Mark VII.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

LONDON CARS urgently require 1946-49, 1½-litre saloons.—592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [W2057

MARK VII Jaguar, private buyer, please state colour body, upholstery, year, mileage, extras, price.—Box 2402. [4475

XXX H. F. Edwards offer immediate cash for good Jaguar cars.—Details please to 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67511. [W2059

R. P. POWELL MOTORS, Ltd., East London area dealers.—Good used Jaguar cars required.—321, Romford Rd., Forest Gate, E.7. Maryland 4816. [0434/R

IMMEDIATELY give us particulars of the Jaguar you wish to sell; our classified index contains names of many purchasers for all models, Jaguars only; urgent, 1½-litre models wanted.—Chepstow Garages, Ltd., Ledbury Rd., W.11. Bayswater 2949. [C1042

Jaguar Spares and Service

HHENLYS, Ltd.,

HENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 5477.)

SPARES and replacement engines for all models from 1958.

AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.

QUICK completion of repairs. [0563/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares, Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13. Palmers Green 3631-2-3. [84002/R

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [0450/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4816. [0435/R

LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0528/R

LANCASHIRE specialised sales, repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Tel. Deansgate 4507. [0591/R

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719/R

JEEP

JEEPS, private or commercial, all spares, return post.—Wick Autos, Hampton Wick. Kin. 4718. [0620/R

1952 (first reg.) Jeeps, all types; spares.—Davies & Groves, 1-3, Dorset Close, N.W.1. Pad. 8345. [0619

JEEPS!!!—Several first Willys and Ford Jeeps for sale; also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. Winchester 4654. [C1010

£120 buys a special bargain.—See Metamet, famous for 12 conversions.—98B, Belsize Lane, N.W.3. Hampstead 8251. [0527/R

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities; 24-hour service.—MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3015/0621. [0241/R

REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange; H.P. terms available.—Mansell & Fisher (see Jeep Spares below). [C3066

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; all spares stocked; exchange plan engine, gear box, water pump, etc., new hoods, gasket sets, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [0035/R

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeep.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Jeep Spares and Service

JEEP Service Station overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4732, 4738. [83066

JENSEN

BROOKLANDS: Individuality, new and used cars.

NEW Jensen Interceptor for early delivery; particulars available on "541."

1952 Jensen Interceptor d.h. foursome coupe

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

JENSEN

1939 3½-litre Jensen 4-door de luxe saloon, really excellent condition; £365.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1953 Interceptor saloon, colour cream, brown leather, lavishly equipped, many extras, overdrive, low mileage, one owner.—Alexander Engineering, Haddenham 345, Bucks. [2401

JOWETT

DICKS.

1952 Jowett Javelin saloon, low mileage, positively as new; £675.

1952 Jowett Jupiter coupe, very attractive car; £675.

1950 Jowett Javelin saloon de luxe, most superior condition; £550.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

WM WELBECK MOTORS, Ltd., for new and used Jowett cars.

OUR stock of used Javelins is normally most comprehensive; we try to stock a complete range from good, sound 1949 examples at around £400 to as brand new cars which have only been used two or three times at about £800, and several as new Jupiters at to-day's very low prices; this week we particularly invite your attention to a most magnificent 1951 Javelin de luxe at £535 and an almost as new 1952 one at £600, and a brand new Mark I Jupiter at the all-time low figure of £840.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines). [C4049

CAR MART, Ltd.

1952 Jowett Javelin de luxe saloon, heater; £595.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1039

NEWNHAMS Ltd

1952 Jowett Javelin de luxe saloon, 8,000 miles, carefully used; £675.

NEWNHAM House, 255-7-9, Hammersmith Rd., London W.6. Riverside 4646. [C3024

CLARKES OF PIRBRIGHT.

THE Jowett centre of the south, offer:—

1950 Jowett Javelin de luxe saloon, one owner; £525.

NEW Javelin available from stock.

CLARKES OF PIRBRIGHT, Pirbright, Surrey. Tel. Brookwood 2201. [C1049

H.W. MOTORS, Ltd., offer:—

1949 Jowett Javelin saloon, finished sand with beige leather upholstery, fitted heater; this car is in exceptional condition; special offer, £465.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042

COLLIVER-FISHER, Ltd., offer:—

AN outstanding specimen, 1952 Javelin de luxe, maroon, beige leather, in spotless condition; £635.—Northwood, Middx. Tel. 777 (4 lines). [4517

D J SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 Jowett Javelin saloon, one owner, fitted H.M.V. radio, heater and accessories, excellent condition throughout; £445.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

1950 Jowett Javelin, fitted heater; £525.—3, Eardley Crescent, S.W.5. Fro. 6752, 6 p.m. [4372

1938 Jowett 8 de luxe saloon, black; £175.—Buntings Motor Exchange, Harrow. Tel. 6225/6. [4468

1952 Javelin saloon, colour black with beige leather; loose covers; heater; 18,000 miles; one owner; £585.

1950 (Oct.) Javelin de luxe saloon, finished black/brown leather, excellent all-round condition; heater; 32,000 miles from new; mechanically first-class; £515.—Gordon White & Co., Ltd., Gerrards Cross 2077. [4521

1949 Javelin, heater, extras, doctor's car, carefully maintained; £425.—Nuthurst, Goffs Park Rd., Crawley. Tel. 158. [4579

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory trained mechanics.

GODFREYS, Ltd., 228, 234, London Rd., Croydon. Cro. 3641-2; 208, Gt. Portland St., W.1. Fus. 4632-4; Bushwood Corner, Leytonstone, E.11. Wan. 5101-2. [0465/R

£465.—1949 Jowett Javelin saloon, blue with beige, one owner from new, fitted heater, recently fitted new engine, in very good all-round condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1950 Javelin de luxe, special high performance engine, radio, heater, loose covers, many extras, genuinely above average.—Offers Addiscombe 6535. [4405

JACK ROSE, Ltd., offer 1952 Jowett Javelin in black, one careful owner, almost unmarked inside and out; £560.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

1950 Javelin de luxe saloon, maintained regardless of cost, guaranteed; £550.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Tel. Kingston 2241. [C4058

1953 Jowett Javelin de luxe saloon, metallic grey and red leather, fitted heater, radio and many other extras, 6,000 miles genuine, one very careful owner; part exchange; deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 5031-2-3. [C4008

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JOWETT

1950 (October) Javelin de luxe, H.M.V. radio, heater, one owner, very smart; £475.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C5045

1952 Javelin PD de luxe saloon, one owner, 21,000 miles, metallic green, red leather; terms and exchanges; £585.—Waymouth, 57, Huxley Rd., Edmonton, N.18. Tel. Tottenham 9548. [4515

JOWETT Javelin de luxe and standard models available in all colours, immediate delivery.—Gordon Cars (London) Ltd., The London Distributors, 7-9, Russell Parade, N.W.11. Speedwell 9761. [4257

£450—1948-9 (Nov.) Jowett Javelin, black, maroon hide, exceptionally clean, reconditioned engine now being fitted; £150 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Jowett Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Jowett cars.—320, Euston Rd., N.W.1. Euston 1212. [0874/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WM

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 5991. Largest Jowett stockists in the country, would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year. [W4049

DICKS the Jowett agents.

FOR immediate purchase of your Jowett.

DICKS CAR SALES, Ltd., 585-401, High Rd., Kilburn. Maida Vale 6888-9. [W1077

JUPITER, private buyer offers £500 cash for good car.—Box 2455. [4524

JAVELIN and Jupiter wanted.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [W5041

£460 for 1950 Javelin, good condition.—265, Camrose Ave., Edgware, Middx. [4086

FULL value paid for Jowett or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

Jowett Spares and Service

F. FAIRMAN & SONS, Ltd., East Surrey distributors.

COMPLETE spares for Javelins and Bradfords, always in stock, specialised repairs, tuning and service, new Javelin in stock.—Horley, Surrey. Tel. Horley 17. [0961/R

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R

KINGSTON-ON-THAMES.—Distributors for Jowett, all facilities available.—G. W. Wilkin, Ltd., 1, Weston Park and 84, Eden St., Kingston. Kin. 2241-2. [S4055/R

BUNTINGS MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0075/R

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents, over 28 years' Jowett experience, spares and service. [0759/R

JOWETT Javelin, Jupiter and Bradford; for the convenience of both the public and the trade full spares, service, repairs and guarantee claims facilities now available at Jowett Service, 7-9, Russell Parade, Golders Green Rd., London, N.W.11. Speedwell 9761 (10 lines).—Gordon Cars (London), Ltd., The London Distributors. [0133

LAGONDA

L. F. WARD, Ltd.

1935 Lagonda LG45 pillarless saloon, black, brown leather.

L. F. WARD, Ltd., Grange Road Garage, Grange Rd., Thornton Heath. Tel. Thornton Heath 5347. London office: Mayfair 0146. [C4045

METCALFE & MUNDY, Ltd.

1950 Lagonda 2.6 saloon, 38,000 miles, black with green leather, immaculate condition throughout, complete Lagonda works history, H.M.V. radio.

280 Old Brompton Rd., S.W.5. Fremantle 5471. [C5064

GUY SALMON AUTOMOBILES offer:—

1950 Lagonda 2.6-litre drop head coupe, one owner, just completely overhauled and passed out by makers, faultless condition; £1,595.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

BROOKLANDS: Lagonda distributors, latest 1954 models on show and for demonstrations.

1952 Lagonda 2.6-litre saloon, passed by makers.

1951 Lagonda drop head coupe, one owner, excellent.

1950 Lagonda saloon, small mileage, radio.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 6351-6. [C1029

1950 (August) Lagonda 2½-litre saloon, black/beige, radio, heater, fog and spot lamp, etc.; £1,045; trade and part exchange enquiries invited.—G. P. Morley Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C5016

LAGONDA

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.)

1935 4½-litre 4-seater drop head coupe, splendid mechanical and coachwork condition.

1937 4½-litre LG45 sports saloon, 4,000 miles since complete engine and chassis overhaul and coachwork recellulose.

1937 4½-litre LG45 Rapide sports 4-seater tourer, outside exhaust pipes, very good history.

1939 V.12 2-door 4/5-seater saloon, specialist coachwork of outstandingly fine line and built only this year regardless of cost; engine and chassis completely overhauled, many extras.

FURTHER particulars of these and other models now in course of preparation available on request; any make taken in part exchange.

WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 273, London Rd., Staines. Tel. Staines 4211-2-3-4-5 or (private) Walton-on-Thames 1562. [C1080

PERFORMANCE CARS, a good selection, always available; written guarantee.—See under "Sports Cars." [C3041/R

RAPIER 10hp rare 2-str., 33 mpg, photo; reasonable offer.—Brown, Station Lane, Birkenshaw, Bradford. [4425

LAGONDA 3-litre sports saloon, cycle front guards, P.100 lamps, etc., very good mechanically; £75.—Barn Cottage, Walberton, Arundel. Tel. Eastergate 367. [4408

LAGONDA V.12 (Dec., 1948) magnificent 4-light saloon with division by James Young, black with blue leather, exceptional condition throughout; £625 o.n.o.—Coachwork (Preston), Ltd., 193/7, Fletcher Rd., Preston. Tel. 5261. [4580

295 gns.—Lagonda Rapier, 1935 model 10hp twin ohc foursome drop head coupe, very carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

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The advertisements in "THE AUTOCAR" are eagerly perused—and acted upon—by our thousands of readers week by week.

For second-hand cars, either for sale or wanted, "THE AUTOCAR" IS **SECOND-TO-NONE in PULLING POWER**

1951 2.6-litre grey saloon Lagonda, blue carpets (unworn) and upholstery piping, just completely stripped and rebuilt with lavish replacements, passed by makers, recellulosed, new tyres, immaculate in appearance and mechanically superlative; £1,450.—Tel. Wargrave (Berks) 3115. [4416

Lagonda Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W5041

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.) for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

273 London Rd., Staines. Tel. Staines 4211-2-3-4-5. We are open on Saturday mornings. [8109

LANCHESTER

R. F. FUGGLE, Ltd.

1947 10hp, one owner since new, coachwork and chassis indistinguishable from new; £525.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [2017

STRATSTONE, Ltd., Lanchester distributors.

LANCHESTER 14hp saloon (1953), grey with blue leather, as new; £1,095.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.)

SERVICE, 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464.) [C4022

J. DAVY offers: Lanchester 14, 1955, 1,400 miles only; £1,125 (list price £1,415); exchanges welcomed.—180-4, Kensington High St., Wes. 9641; and 215, Brompton Rd., S.W.3. Ken. 1108. [C1064

LANCHESTER

CHESHIRE BROTHERS, Ltd., Lanchester distributors.

LANCHESTER 14hp saloon (1955), black with red leather, very low mileage, as new; £1,050.

CHESHIRE BROTHERS, Ltd., Myrtle St., Liverpool, 7 (Royal 6534). [4503

325 gns.—Lanchester 10, September 1945 (post-war series) de luxe saloon, grey, sliding head, blue leather, t.t.s., very good condition; terms, exchanges.—Rowland Smith, below.

165 gns.—Lanchester 14, 1938 Roadrider de luxe saloon, sliding head, leather, preselector, t.t.s., choice of 4 Roadriders; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 Lanchester 14 saloon, one owner, small mileage, spare unused, in new condition, present list price £1,414, accept £1,025.—Walker & Ward, Daimler Lanchester Distributors, Warwick Place, Cheltenham. Tel. 5816. [4452

Lanchester Cars Wanted

KIRKWOOD CARS buy pre-war Lanchesters.—78, Streatham Hill, S.W.2. Tulse Hill 1288. [W2037

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LATE model Lanchester 10 saloon wanted.—Particulars and price to J. J. Wright & Sons, Ltd., Dereham. [4336

LANCHESTER cars wanted in part exchange for new models; write or 'phone Ralph Clews, at the old-established Lanchester Agents, Coventry Motor Mart, Ltd., Coventry 2146. [0445

Lanchester Spares and Service

ARCOT ENGINEERING, Ltd.—Preselected gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. [0237/R

ALLEN'S, Victoria Rise, Clapham, S.W.4, Lanchester and Daimler appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0642/R

LANCIA

MAIDSTONE ENGINEERING Co.

1937-8 Lancia Aprilia saloon, recently recellulosed gunmetal, this car had the sum of £700 spent on chassis in 1948 and has since been fitted with works reconditioned engine, the interior is upholstered in leather; £390.

CROSS St., Pendleton, Salford, 6, Manchester. Pen. 5457. [C5008

JOHN S. TRUSCOTT, Ltd., for Lancia.

WE only offer the best examples, several of which are now available.

FULL details of current stock on request.

EXCHANGES, deferred terms.

173 Westbourne Grove, W.11. Bay. 4274. [C4055

1938 Lancia Aprilia saloon, nice condition, £575.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

BARTLETT.—Lancia Aprilia, registered December, 1939, many late modifications, exceptionally smart, £550.—27a, Pembridge Villas, W.11. [C1015

APRILIA saloon, recellulosed, complete mechanical overhaul, specimen; £395.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C5045

1938 Lancia Aprilia, complete overhaul, £400 bills; £595.—Claston's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

LANCIA Aprilia, 1937, metallic grey, 1939 wheels, new tyres, recent £140 overhaul, a good specimen, £595.—The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. Hindhead 663. [2061

1938 Lancia Aprilia, mechanically good, badly needs respray; blue leather reasonable condition; reasonable offer wanted around £295.—Enterprise Garage, Church St., Faringdon. Tel. 2257. [4260

Lancia Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hay's Mews, Berkeley Sq., W.1. Gros. 2565. [W2654/R

LANCIA.—John S. Truscott, Ltd., urgently require good examples; higest prices for cash or exchange.—175, Westbourne Grove, W.11. Bay. 4274. [W4055

Lancia Spares and Service

LANCIA (ENGLAND) Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0520/R

LA SALLE

1939 La Salle saloon, blue with beige upholstery, fitted radio, very modern looking car and in exceptional condition, £250.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C5004

LEA-FRANCIS

B. J. HUNTER, Ltd., offer:—

1950 Lea-Francis 2½-litre sports 2-seater, immaculate condition positively as new; £695.—Below.

1948 Lea-Francis 14hp saloon, recent engine overhaul; £550.

B. J. HUNTER, Ltd., 22, Gladbrook Broadway, N.W.2. Tel. Gladstone 6515. [C2040

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LEA-FRANCIS

CHARLES FOLLETT, Ltd., sole distributors Lea-Francis London and Home Counties, offer the following:

1951 model Lea-Francis 18hp streamlined sal., metallic blue, this car is fitted with many extras, including radio, heater and screenwash, maintained by us since new, guaranteed; £875.

1951 Lea-Francis 14hp streamlined sal., black, one owner, radio, heater and sunroof, this car has been maintained by us since new and is in really excellent condition, guaranteed; £825.

18 Berkeley St., W.1. Mayfair 6266.

SERVICE, works and stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

£398.—Lea-Francis 1½-litre 1946 4-dr. sln., excellent mechanically, good cellulose and bodywork; many others.—BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5086-7. (50 yds Holland Park Tube). Exchanges, h.p. [C1017

LEA-FRANCIS 1950 Mark VII 2½-litre 18hp sports saloon, streamlined body, black, unmarked, many extras; £700 or offers.—Tel. Birmingham South 3018. [4366

£495!!! 1948 Lea-Francis saloon de luxe, 14hp, magnificent vehicle costing nearly £1,800 new, at give away price; 5 months' guarantee; hire purchase exchanges.—LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

Lea-Francis Cars Wanted

B. J. HUNTER, Ltd.,

FOR immediate purchase of your Lea-Francis,

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [W2040

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392/R

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595/R

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Lea-Francis Distributors, East Glamorgan.—Spares and service. [0863/R

LINCOLN

SIMPSON'S offer:—

1950 Lincoln 4-door, radio, heater, green, moderate mileage.

1949 Lincoln 2-door, overdrive, radio, heater, all extras, moderate mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 6691/3903. [C4015

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0747/R

LINCOLN-ZEPHYR

1939 Lincoln-Zephyr 4-door 6-seater saloon, excellent condition, radio, heater, seat covers, good tyres; £350.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [5985

MERCEDES

£199!!! Rare and unusual Mercedes Special Stuttgart 4-door saloon, 15 7hp, independent suspension, opportunity to acquire real motoring for little money, genuine specimen vehicle, look inside, its beautiful, drive it, its excellent, probably the finest specimen on offer; 3 months' guarantee; hire purchase, exchanges.—LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground.) [C2052

MERCEDES-BENZ

JOHN S. TRUSCOTT, Ltd.

OFFICIAL Mercedes-Benz retailers.

173 Westbourne Grove, W.11. Bay. 4274. [C4055

MERCEDES-BENZ (Great Britain) Ltd., offer:—

1939 Type 230 4-door saloon, continental steering, black and red with red leather upholstery, may be seen by appointment.—Victoria 8715-6. [C3005

1953 (Sept.) Mercedes-Benz type 170D (diesel) saloon, black with grey upholstery, 2,400 miles only, an exceptional car, over 50mpg.—Inglis Automobiles, Ltd., 64-78, Pitt St., Edinburgh, 3. Tel. 26287. [4357

1953 (Sept.) Mercedes-Benz type 220 2.2-litre 6-cylinder, overhead camshaft, petrol, saloon de luxe, black with grey upholstery, independent suspension both front and rear, a family car with sporting performance, unequalled suspension and road holding, 4,800 miles only.—Inglis Automobiles, Ltd., 64-78, Pitt St., Edinburgh, 3. Tel. 26287. [4358

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night service: Victoria 3144. [4735

MERCURY

ON all matters of sales, spare parts, repairs and service consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0746/R

M.G.

PC

PERFORMANCE CARS.

THE biggest and best guaranteed selection of sports cars in the country.

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of a comprehensive stock, not just one car which might prove unsuitable.

CHOICE of 3 TDs: 1953, green, £645; 1952, cream, £515; 1951, black, £545.

CHOICE of 5 TCs: 1949, blue, £395; 1948, red, £365; 1946, black, £345.

CHOICE of 2 TAs: 1938, red, £275; 1937, green, £255; 2 PAs: 1934, blue, £165; 1934, red, £155.

CHOICE of 2 J2s: 1933, red, £145; 1933, cream, £125; 1936 NA tourer, £145; '32 12hp tourer, £95.

CHOICE of 2 2-litre saloons: 1958, £225; 1937, £195; 1938 1½-litre VA saloon, £265.

IMMEDIATE hire purchase, insurance and part exchanges; many others in stock; seen under "Sports Cars."

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041

DICKS

1947 M.G. T.C. sports 2-seater, superlative condition throughout; £350.

DICKS CAR SALES, Ltd., 365-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

SLOCOMBE'S, Ltd.

1938 M.G. 2-litre saloon, with our unique guarantee which includes periodical checks and service at no charge; £245.—Dudden Hill Lane, Willesden 4869. [C4017

B. J. HUNTER, Ltd., offer:—

1952 M.G. T.D. sports 2-seater, enthusiast owned, numerous extras, positively unmarked; £575.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

MAYFAIR COUNTRY CARS offer:—

1952 model T.D., red with red leather, new condition; £550.

TERMS, exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3006

PARADE MOTORS (MITCHAM), Ltd., offer:—

1950 M.G. T.D., green and beige; £495.

1949 M.G. T.C., fitted luggage grid, cream and red; £399.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C3036

JACK ROSE, Ltd., authorized agents and dealers, offer:—

1951 M.G. 1¼ saloon, two shades of green, almost unmarked; £650.

1949 M.G. T.C. 2-seater, in cream and green hide; £395.—Stafford Rd., Wallington, Surrey. Wallington 6677-8 [C3056

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0082/R

M.G. 1940 2-litre saloon, radio, heater; £300; terms, exchange.—117, Meadow St., Sheffield 20282. [4428

UNIVERSITY MOTORS Ltd. guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0390/R

1939 model T.A M.G., new engine, hood, cellulose, extras, immaculate; £290 o.n.o.—Box 2455. [4526

1948 (Oct.) M.G. T.C., good condition, carefully used, black and beige; £345.—Philip, 60, New Wanstead, London, E.11. [4421

1947 M.G. T.C. 2-seater, excellent condition; £345.—Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2232-3. [C1063

M.G. T.D. Mark II Midget, brand new, shop soiled only, maroon and biscuit upholstery; list price £829, reduced to £695.

JOHN BRYANT & SONS, Ltd., Stephenson St., Birmingham. Tel. Midland 4563. [4509

£240 o.n.o. 1939 VA 1½-litre 4-seater sports, clean condition and good performance.—54, Beechwood Ave., Ruislip, Middx. Tel. Northwood 683. [4422

1951 model M.G. 1¼ saloon, low mileage, superb condition; £615.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. [C3037

1939 2.6 M.G. saloon, immaculate throughout, perfect mech. cond., 80mph plus, 25mpg; £525; terms, exchanges.—South-Hampton Motors, Langley 52. [4415

1952 T.D. M.G., one owner, 21,000 miles, green, beige leather, heater, radiator blind, sliding side screens; £520.—Lyle, Sandymount, Sandy Lane, Oxted. [4292

1952 series T.D. Midget, an exceptional one-owner car, fitted many extras, recorded mileage 13,600; £550.—H. A. Saunders, Golders Green. Speedwell 0011. [C4004

1938 M.G. 1½-litre saloon, in exceptional order throughout, nearly new tyres, black; £235; terms, exchanges.—C.N.K. Motors, 355, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052

M.G.

£350.—1940 M.G. 2.6-litre sports saloon, maker's recon. engine, spotless condition; £120 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1935 M.G. P.A., good condition, only 50 miles, since complete overhaul including rebore, five tyres, excellent condition, licensed end of year; £300; trial.—Oakwood Hill 267. [4591

1938 M.G. 1½-litre saloon £250 overhaul this year, most rare condition, finished cream with red leather upholstery; £345.—Silverthorne Motors, Ltd., 46, Fitzroy St., W.1. Euston 7811. [C4011

1937 M.G. 2-litre drop head foursome, 8,000 miles since engine overhaul, crankshaft reground, garage space required; quick sale £215.—Britannia Haulage Co., Shawforth, Rochdale, Lancs. [4492

£265!!!—Specimen condition M.G. 18 sports saloon, look at this car, it's outstanding, open the doors, the interior is beautiful, drive it, you cannot fault it; 3 months' guarantee; hire purchase, exchanges.—LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

295 gns.—M.G., 1939, 2.6-litre sports saloon, sliding head, leather, radio, Ace discs, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [C4016

1937 M.G. 2-litre drop head foursome coupe, black with maroon leather upholstery; this car has had one private owner only since new, and we feel safe in saying that its genuine mileage is under 56,000; in really exceptional condition throughout; £355.—Jacquier Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

M.G. Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase M.G. cars.—520, Euston Rd., N.W.1. Euston 1212. [0966/R

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MAYFAIR GARAGES, Ltd., top cash prices for M.G.s.—Balderton St., W.1. Mayfair 3104. [0696/R

REQUIRED, good used M.G.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

T.D. M.G. wanted or exchange immaculate 1952 Ford Prefect.—Rhodes, King St., Biddulph, Staffordshire. Tel. 3263. [4502

C.N.K. MOTORS require M.G.s, particularly P.As, T.As, T.Bs, and T.C. models.—355, Finchley Rd., N.W.3. Tel. Hampstead 5712. [W1052

URGENTLY required, 1947-51 M.G. 1¼ saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1439

M.G. Spares and Service

ROGERS GARAGE, Wellesley Ave., Paddenswick Rd., W.6. Riv. 2644. [83054

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. [83041/R

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [0504/R

M.G. Spares most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, lead springs, wheels, hubs, vertical drive assemblies; prompt postal service c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station). S.W.19. Liberty 3085. [0455/R

TOULMIN MOTORS specialize in M.G. and M.G. cars only; repairs and complete overhauls all models; reconditioned engines in stock for types P, J, T and L, and N. Magnette exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares.

WRITE or 'phone Toulmin Motors, 345, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. [0549/R

Morgan Cars Wanted

R

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

XXX H. F. Edwards offer immediate cash for good Morgan cars.—Details please to 200, Great Portland Street, London, W.1. Tel. Langham 0012. [W2005

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514/R

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialists, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0722/R

MORRIS MINOR

METROPOLITAN MOTORS.

(HUMBER, Hillman, Sunbeam-Talbot, Commer.)

1949 Morris Minor saloon; £410.

1951 Morris Minor convertible, small mileage, £450.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [5985

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1952 Morris Minor convertible coupe, genuine low mileage, very carefully driven by one owner, coachwork and interior unmarked; 459gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 connecting all branches and departments. (Kilburn Park Station, Bakerloo line, 150 yards.) [C4042

GATEHOUSE offer:—

1951 Morris Minor tourer, heater, green, excellent condition, 22,000 miles; £445.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

WARWICK WRIGHT, Ltd., offer:—

1953 Morris Minor (ohv) convertible, black, 5,000 miles; £545.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Morris Minor convertible, 17,000 miles, taxed, as new; £450.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Morris Minor saloon, black with red leather, one owner; £465.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

W. J. BROWN, Ltd., established over 30 years.

1950 Morris Minor saloon in green with beige upholstery, excellent condition throughout; £455.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

MARCH, '51. Morris Minor convertible, pale blue, immaculate condition, low mileage; £465.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 6755. [C2025

1952 (Sept.) Morris Minor convertible, 13,000 miles, radio, heater, one owner; £465.

RIPCO, Ltd. (Morris's purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1953 Minor convertible, black, heater, underseal, 1,200 miles.—62, Oakly Rd., Redditch. [4401

1951 Morris Minor 2-door saloon, green, beige upholstery, 13,000 miles, in excellent condition.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 6181). [C4046

BRAND new Morris Minor 4-door saloon, to be delivered mid-December; offers over £600.—Box 2359. [4268

1954 Morris Minor 2-door, works mileage; best offer over £560.—Epps, Woodgate, Selling, Faversham, Kent. [4197

1949 (November) Morris Minor 2-door saloon, one owner, total mileage 18,000, in excellent order throughout; £450.

LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [C2058

1950 Morris Minor saloon, superb condition; £455.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. [C5037

4-door saloon 1951 Morris Minor, grey, brown leather, exceptional condition; £495.—Vandervelds, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057

1951 convertible, black, maroon, one owner, 12,000 miles, extras; £415.—Robbins, East Putney. Tel. 4581. [C5016

1952 (November) Morris Minor saloon, grey/red, as new.—Dobsons, Ltd. (Morris Agents), Staines 801. [C1074

1950 Morris Minor saloon, one owner, definitely as new; £445; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1952 Morris Minor, 11,000 miles, immaculate car; £505.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1165. [C1016

1952 Morris Minor 2-door saloon, export model, 19,000 miles, one owner, excellent condition; £475.—E. Murphy, 1, Beechcroft Rd., Oxford 56049. [4595

£450—1951 Minor, black, beige leather, 19,000, carefully used; terms, exchanges.—G. S. Hall, Ltd., 502, King St., Hammersmith, W.6. Riverside 2861. [C2051

525gns.—Morris Minor, November 1952, saloon, clarendon grey, red upholstery, one owner, small mileage, nearly new, taxed; terms, exchanges.—Rowland Smith, below.

495gns.—Morris Minor 1952 tourer, platinum grey, lawn upholstery, one owner, small mileage, exceptional condition, taxed; terms, exchanges.—Rowland Smith, below.

395gns.—Morris Minor, October 1949 tourer, one owner, excellent condition, taxed; choice of 9 Minors; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

£475.—December, 1952, Minor 2-door saloon, green, heater, Windtones, many extras, 10,000 miles, one owner.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. [C2067

1951 (May) Morris Minor saloon, one owner, low mileage, pastel blue with beige upholstery, excellent condition; £465.—Pantiles Service Garage, London Rd., Guildford 552. [C5055

1954 Morris Minor special de luxe model, registered November, 400 miles only, 2-door, colour blue grey, red leather, heater and overriders, ohv engine; offers over £575.—"Rivington," Little Plucketts Way, Buckhurst Hill, Essex. Buckhurst 4616. [4420

MORRIS MINOR

1950 Morris Minor saloon, in superb condition throughout, one owner, low mileage, complete servicing history available; £435.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C5065

1950 Morris Minor saloon, maroon with beige leather upholstery, a remarkably fine car; £445.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 8692 or 7008. [C2019

1952 Morris Minor 2-door saloon, black, beige upholstery, one owner, mileage 10,000 only, spare unused, taxed, absolutely showroom condition throughout; £485.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. 4014 [C2058

XXX 1952 (October) Morris Minor 4-door saloon, grey with red upholstery, Ace Rimbellishers and clock, low mileage, one-owner car, absolutely indistinguishable new in appearance, thoroughly recommended, written guarantee; £545; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2005

PRIDE & CLARKE, Ltd.—1953 Morris Minor convertible, black/red, ohv, 5,000 miles, one owner, as new, £529; 1952, grey/beige, 14,000 miles, heater, one owner, £469; 1951, green/beige, low mileage, choice two, £599; 1949, grey/beige, £369; 1953 saloon, grey/red, 4,000 miles, one owner, £529; 1952, green/green or blue/beige, low mileage, one owner, choice two from £499; 1951, grey/beige or black/red, heater, one owner, choice two from £459; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Morris Minor Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Morris Minor cars.—520, Euston Rd., N.W.1. Euston 1212. [0716/R

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FULL value paid for Minor or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

MORRIS EIGHT

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1938 Morris 8 saloon, immaculate; £220.

MARLBOROUGH Works, Kenton. Tel. Wadsworth 7805 (5 lines). [C1008

SGA MOTORS, who deal exclusively in Morris 8s, offer:—

1941 series E 2-door de luxe saloon, superb condition; £285.

1938 4-seater tourer, excellent condition throughout; £175.

1938 2-door de luxe saloon, choice of three, all perfect condition; £195.

1937 4-door de luxe saloon, outstanding condition; £165.

ALWAYS at least 12 saloons and tourers in stock.

EVERY car is thoroughly checked in our workshop, and is guaranteed for three months; hire purchase and exchanges.

REPAIRS of all descriptions also undertaken.

SGA MOTORS, Morris 8 Specialists, 14, Atherstone Mews, Cromwell Rd., S.W.7 (3 minutes Gloucester Rd. Tube). Western 5268. [C4065

£365!!!—1946 Morris 8 de luxe saloon, small mileage and spotless condition.—Below.

£175!!!—1938 Morris 8 saloon de luxe, excellent throughout; choice also 4-door saloon.—Below.

£155!!!—1937 Morris 8 tourer, also choice 2-seater, both excellent; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley 6221. (East Finchley Underground.) [C2052

MORRIS 8 Series E 1940 4-door saloon, good condition; £200.—Simmons & Son, Ltd., Birmingham, Shirley 1178. [4258

£265—1939 Series E Morris 8 saloon, one owner, immaculate.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [4458

1946 (November) Morris 8 Series E, 2-door sliding head saloon, black, new engine just fitted, one careful owner, excellent condition; £295.

GEE CARS, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3363 [4171

MORRIS 8 4-seater tourer, Series E, 1937, excellent mechanical condition, carefully maintained, new seat covers, special carrier; seen London; £150.—Tel. Bracknell (Berks) 640. [4525

1948 Morris 8 Series E 4-door de luxe saloon, one careful owner, 30,000 miles, immaculate; £580.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube.) [C2050

145gns.—Morris 8, September 1948 de luxe saloon, black, sliding head, red leather; choice of 6 Morris 8s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1937 Morris 8 tourer, excellent engine, tyres, battery, etc.; £99, or £40 deposit, balance over 12 months; exchanges; insurance; 50 cars in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, S.W.2. Tulse Hill 7106. 195 bus from Stockwell Tube Station passes door. [4451

Morris Eight Cars Wanted

PRIVATELY owned Morris 8, 5, Bray Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS TEN

1947 Morris 10 sun saloon, immaculate; £550.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Tel. Kingston 2241. [C4055

1947 Morris 10, black with brown leather, in really exceptional condition; £550.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 5256. [C1077

MORRIS TEN

1948 (July) Morris 10, one owner, immaculate condition, guaranteed; £350.—Kirkdale Cars, Coins Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

185gns.—Morris 10, 1948 saloon, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Morris Ten Cars Wanted

WHY accept less for your Morris 10 saloon when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2008

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS TWELVE

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1935 Morris 12 Club coupe, black with brown leather; £185.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

MORRIS FOURTEEN

£85.—1937 Morris 14 saloon, really good car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

MORRIS EIGHTEEN

£145.—Immaculate, original, 1937-8 Morris 18 saloon, two owners, almost like a new car, definitely unmarked, 25mpg.—Hampstead 7671. [4500

MORRIS OXFORD

PHILIP RICKARDS, Ltd., offer:—

1953 Morris Oxford saloon, black, 1,050 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C5051

CHARLES RICKARDS, Ltd., offer:—

1952 (July) Morris Oxford, finished black, 10,000 miles, one careful owner since new; £565.

ALSO a good selection of genuine low-mileage cars offered with our 3 months' guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins from Marble Arch). Pad. 1820. [C5050

W. J. BROWN, Ltd., established over 30 years.

1952 Morris Oxford saloon, black, red leather, heater, one owner; £575.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1952 Morris Oxford saloon, grey, mileage 17,525, heater; £575.—F. L. Cranmore, Ltd., Tel. 2040 Potters Bar. [C1082

1950 (Oct.) Morris Oxford saloon, fitted heater, one owner, 18,000 miles only, immaculate; 3 months' guarantee; £495.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1950 Morris Oxford saloon, 11,000 miles, new condition, heater; £495.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1953 Morris Oxford saloon, black, 9,000 miles only; £625.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1952 Morris Oxford saloon, black/maroon leather, one owner, £595.—J. Fricker, Ltd. Park 5077. [C2016

1951 Morris Oxford, black, brown leather; £495.—Nevilles Motors, 20, William St., Slough 25585. [4574

NEW Morris Oxford de luxe saloon, black/maroon leather, heater and demister; immediate delivery.—Mayfair 5242. [C5030

1950 Morris Oxford saloon, one owner, excellent order throughout; £495; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1951 Morris Oxford, black, one owner, highly recommended; £510.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019

4,000 miles only, 1951 Morris Oxford saloon; £595.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [C1027

£535!!!—1951 Morris Oxford saloon, one private owner, fitted heater, not an ex-hire car.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C5025

4000 miles.—1952-3 Morris Oxford saloon, blue grey, red interior, unmarked, £625; consider part exchange.—14, Offington Gdns., Worthing. Swandean 849. [C4027

1950 (September) Oxford, one owner, heater, new tyres and battery, very immaculate car throughout; £495; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C5016

TANKARD & SMITH, Ltd., offer 1951 Morris Oxford, green with green upholstery, heater, fitted plastic weave loose covers, excellent condition throughout, £535; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

PRIDE & CLARKE, Ltd.—1953 Morris Oxford saloons, grey/red leather, 2,000 and 8,000 miles, heater, one owner, choice two from £659; 1952 blue/green leather, 8,000 miles, one owner, £589; 1951 black/brown leather, low mileage, heater, £499; 1950 black/brown or maroon/maroon leather, heater, covers, one owner, choice three from £459; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C5062

Morris Oxford Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 5454. [0717/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Morris Oxford Cars Wanted

PRIVATELY owned Oxford.—5, Bree Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS SIX

1951 Morris Six, black, heater, in excellent condition; bargain, £450.—Staines 4779. [4441

£400—Morris Six, late 1949, really genuine offer, mechanical and bodywork excellent condition, heater.—L. Abbott, 10, Beeches Walk, Carshalton Beeches. Vigilant 7425. [4506

£545!!!—Morris Six saloon 1951, a very outstanding specimen in blue with immaculate leather interior, built-in heater, Kar-Robe seat covers, screenwash, etc., a genuine low mileage car; 40 other Morris cars in stock, Minor saloons and coupes, Oxford saloons, post and pre-war series E and series M (8 and 10hp) and some earlier pre-war models as low as £35. CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. Mondays to Saturdays, write for catalogue. [C1035

Morris Six Cars Wanted

CM

THE CAR MART, Ltd. wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 5434. [0875/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Morris Miscellaneous Cars Wanted

RROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HATTON'S will buy post-war Morris models; distance no object.—Lord St., Southport. Tel. 2268. [0798/R

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0098/R

XXX H. F. Edwards offer immediate cash for good Morris cars.—Details please to 200, Great Portland Street, London, W.1. Tel. Langham 0012. [W2008

Morris Spares and Service

ROGERS GARAGE, Wellesley Ave., Paddenswick Rd., W.6. Riv. 2644. [S3054

MORRIS.—Genuine spares and specialist repair service, immediately available in the West End. S. MORRIS & Co., Cleveland Garages, Cleveland St., W.1. Tel. Mus. 1952/8574. [0542/R

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4436. [0206

NASH

SIMPSON'S offer:—

RHD 1951 Nash sedan, 4-door, radio, heater, extras, brown/gold, low mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

OLDSMOBILE

SIMPSON'S offer:—

1947 Oldsmobile 4-door Hydramatic, radio, heater, green, moderate mileage.

1947 Oldsmobile 4-door, green, moderate mileage, left-hand drive.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

METCALFE & MUNDY, Ltd.

OLDSMOBILE, 1949, model 76 4-door saloon, Hydramatic drive, all extras, 12,000 miles.

280 Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, service and spares.—Blindley Heath, Nr. Lingfield, Surrey. Tel. 330-1. [0217/R

OLDSMOBILE magnificent 6-seater saloon, privately owned, in excellent mechanical condition; £235; hire purchase and part exchanges.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1056

1952 Oldsmobile Rocket, l.h.d., 3,000 miles only, heater, radio, seat covers, manual gear change; £1,995.—Woking Motors (Maybury Hill), Ltd., Woking 1938. [C4057

1951 Oldsmobile 88 4-door saloon, hydramatic, radio, heater, 20,000 miles, l.h.d.; £1,595.—British & Colonial Motors, Ltd., 15/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

OLDSMOBILE Super 88, brand new, actual Show model, blue with grey leather, hydramatic drive, radio, heater, etc.; list price £2,440/16/6, ex London.—Inglis Automobiles, Ltd., 64-78, Pitt St., Edinburgh, 3. Tel. 26287. [4362

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1. (Gerrard 8600); Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7). [0576/R

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers.—Wembley 8691/3903. [W4015/R

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr Lingfield, Surrey. Tel. 330-1. Will buy post- and pre-war models at good prices. [0113/R

OPEL

MAYNER MOTORS, Ltd.—Opel distributors; buyers of all models, comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 3266/4944. [0526/R

OPEL

79 gns.—Opel Cadet (October, 1957) saloon, taxed, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Opel Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. [0515/R

REPAIRS, guaranteed engines, gear boxes, suspensions, shock absorbers (telescopic, etc.), crown wheel and pinion; £9/5; mudguards, spares.—Tarrant & Frazer, Ltd., 10, Winchester Mews, N.W.3. Primrose 2647. [0240

PACKARD

WW. HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12 (Tel. Hillside 4444), offer:—

1938 Packard Six saloon, colour brown with leather upholstery, remarkably good condition, suitable as a country hire car, it has no central division; £165.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

1947 Packard Clipper saloon, r.h.d., green, brown hide upholstery, immaculate and mechanically perfect; £895.—Middlesex Motors, Harrow 6022. [4488

GUY ALFREDS & Co., Ltd.—1953 Packard super 8 limousine, privately owned, in immaculate condition throughout, compares favourably with any 1952 vehicle on the road.

1938 Packard saloon, 1950 condition.

1936 Packard Club saloon, superb order.—6-7, Warren St., W.1. Euston 3268. [C1005

PACKARD R.H.D. sedan, '49-'50 covenant ends Jan., 39hp, mileage 15,000, radio, etc., one owner, as new; price £1,200.—Tel. Sta. 3520. 77, Stamford Hill, N.16. [4497

LATEST current model Packard Clipper, power brakes, 4-door saloon, radio and heater, blue, 5,000 miles, as new; also 2 Packard convertibles, radio and heater.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4658. [C4028

1938 Super 8 Packard saloon, bronze, 6-seater, upholstered in fawn, two spotlights, radio, two owners only, mileage 117,000; engine has been taken down and thoroughly cleaned and reassembled, new dynamo this year; price £240.—Perkins Bros., Broad St., Wokingham 112. [4272

LIMOUSINES, 1939 Super-32hp, also 1937 (both Deluxe £1395 model coachwork) black, forward occasionals, magnificent condition carriages, certified mechanically, selection, £520. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1005

Packard Cars Wanted

RROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LEONARD WILLIAMS & Co. (1940), Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R

SIMPSONS MOTORS, (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Packards.—97 Fulham Rd., S.W.3. Kensington 4858. [W4028

Packard Spares and Service

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—97, Fulham Rd., S.W.3. Kensington 4858. [S4028

PLYMOUTH

SIMPSON'S offer:—

1949 50 Plymouth station wagon, radio, heater, all extras, l.h.d., grey, moderate mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

495 gns.—Plymouth 1947 specially imported 26hp special de luxe saloon, grey, brown leather, r.h.d., steering column gear change, one owner, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

PONTIAC

SIMPSON'S offer:—

1951 Pontiac 2-door saloon, Catalina hard top, radio, heater, all extras, blue, 15,000.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

METCALFE & MUNDY, Ltd.

PONTIAC convertible, 1947, one owner, all extras, spotless condition.

280 Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Pontiac buyers.—Wembley 8691/3903. [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

COLBORNE GARAGE, Ltd., Ripley, Surrey, England. Sole Concessionaires. All services available.—Tel. Ripley 2361. [0629/R

RACING CARS

HAVING purchased a later model, advertiser wishes to dispose of Cooper Mk. V, in perfect condition; at a bargain price.—Box 2590. [4346

ALTA engine only, 2 litres, certified bench-tested 178bhp, easily converted to Formula I.—Anthony Crook, Caterham Hill, Surrey. Caterham 2252. [C1063

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 5346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol formula II racing cars. [0821/R

PERFORMANCE CARS have a selection of vehicles suitable for competition, including 1500 Cooper Les-Francis, ex Sidney Greene Frazer Nash, Maserati 2.9, E.R.A. B Type, Alta 2-litre; details of formula 2 and 3 available upon request.—See also under "Sports Cars." [C3041

£475!! Grand Prix single-seater Alta supercharged twin cam 2-litre, fully independent suspension; 2 L.S. brakes; brand new body built to specification, similar to F.II Ferrari, new racing tyres, engine just overhauled and brake tested, ENV racing gear box, 140 mph car ready for immediate racing—can be converted to 1954 Formula 1; sudden illness causes sacrificial sale.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [C2009

RAILTON

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1939 Railton 9.8 sports saloon, rebuilt in 1950, in very exceptional condition, fast and reasonably economical, would suit an enthusiast desiring a high performance; 199gns.

HIRE Purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4042

A-ONE MOTORS (LONDON), Ltd., Railton Specialists, 24, North Side, S.W.18. Vandyke 5181. [0535/R

Railton Cars Wanted

REQUIRED, good used Railton.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

RENAULT

BOON & PORTER, Ltd.

1953 (April) 750 saloon de luxe, heater, unscratched, 5,000 miles; £500.—Castelnau S.W.13. (By Hammersmith Bridge), Riverside 4444. [C1022

ACLAND & TABOR, Ltd., Welwyn By-pass, Herts. Welwyn 461-2-3, offer:—

1953 Renault 750 saloon, finished bronze, beige leather, mileage 7,000, high compression engine; £595. [C1001

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, offer:—

1953 Fregate 2-litre saloon, heater, loose covers, special demonstration model; £950.

1953 750 saloon de luxe, leather, loose covers, special engine, cost £750; £550.

1951 750 saloon, grey, excellent condition; £420.

1939 12hp 2-str. coupe, dicky, completely reconditioned; £225.

1937 18hp 6-str. saloon, grey; £150. [C4070

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

£395.—1950 Renault 760 saloon, green beige upholstery, recorded mileage 18,000; a one-owner car in excellent condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 266. [C1070

1953 Renault 750cc saloon, 2,600 miles, one owner, spotless; £535; exchanges, H.P.—11, Perrymead, Prestwick, Manchester. Prestwick 2057. [4500

JACK ROSE, Ltd., offer 1952 (December) Renault 750 4-door saloon in bronze with beige upholstery, 11,000 miles, almost unmarked; £475.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

425 gns.—Renault 750, late 1951 saloon, flashing indicators, one owner, small mileage, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Renault Cars Wanted

RICHARDS & CARR buy rear-engined Renaults—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [W4070/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R

RILEY

BOON & PORTER, Ltd.

DISTRIBUTORS

1936 1½-litre Adelphi 6-light saloon, sold and serviced by us, 53,000 miles; £265.—Castelnau, S.W.13. (By Hammersmith Bridge), Riverside 4444. [C1022

AUTOMOBILIA, Ltd., offers:—

1950 Riley 1½-litre 4-door de luxe saloon, desert sand with red leather interior, radio, heater, fog lamps, windscreen washers, 23,000 miles, unmarked; £695.

PIPPBROOK GARAGE, London Rd., Dorking 4504, 5891. [C1089

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

H. W. MOTORS, Ltd., offer:—

1950 2½-litre Riley saloon, finished cream, brown leather upholstery, fitted heater, screen washers and fog-lights, nominal mileage, in very good condition; £665.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6 [C4042

BRADSTOCK MOTORS offer:—

£165—1937 Riley Merlin saloon, excellent condition throughout; terms, exchanges.—Chase Rd., Epsom. Tel. 633. [C1090

MAIDSTONE ENGINEERING Co.

1949-50 Riley 2½-litre sportsman's saloon, this car is beautifully finished in the original and unblemished black and chrome, the interior is upholstered in brown leather with carpets to match, the tyres are almost new, we have just fitted new heater, sprayed underchassis with "Rubberseal," filled radiator with antifreeze; this is a low-mileage car in really superb condition throughout, the performance is terrific and the handling qualities excellent, the car is, of course, taxed and ready for immediate service; offered at the low figure of £575.

1939-40 2½-litre sportsman's saloon, recently recellulosed black and unmarked interior upholstered in fawn leather, a very attractive car at a very attractive figure of £295; terms and exchanges on above cars.

1934 Riley 12hp sports saloon, this car has been taken in part exchange and has just had the sum of £73 spent on engine, etc., etc., we have all bills, the engine has only covered some 200 miles since the complete overhaul and is not yet run in; the price of this car for cash only £95.

CROSS St., Pendleton, Salford, 6. Manchester. Pen. 3457. [C3000

WARWICK WRIGHT, Ltd., offer:—

1949 2½-litre sports roadster, ivory with red leather upholstery, hood and tonneau cover, in very exceptional condition, 27,000 miles; £695.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GUY SALMON AUTOMOBILES, offer:—

1951 Riley 2½-litre sports 2/3-seater, fitted two special occasional seats under the hood, suitable for children, nominal mileage, extremely well maintained by one owner; £635.

1949 Riley 1½-litre saloon, black/beige upholstery, genuine 21,000 miles, absolutely immaculate condition throughout; £695.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

THE RILEY CENTRE (GORDON & GLYNN)

OFFER from England's largest show of pre-war Rileys the following examples:—

£515—1947 1½-litre saloon, in excellent order throughout, fitted Tygan loose covers.

£325—1938 2½-litre sports saloon, manual and overdrive gear box, magnificent motor car with high performance and economy.

£315—1937 1½-litre Kestrel Sprite saloon, now undergoing extensive coachwork renovation and recellulosing, ready by the time this advert. appears.

ALWAYS at least 20 Rileys in stock at prices and terms to suit everyone, all guaranteed; open every week-day from 9.30 a.m. to 6 p.m.

THE RILEY CENTRE, 189-195, Pavilion Rd., Sloane St., S.W.1. (3 minutes Sloane Square Tube.) Sloane 8326/4426. [C3069

CLARKE & SIMPSON, Ltd., Riley Sales and Service, offer:—

1954 (new) 1½ Riley, black; £1,205.

1953 1½-litre saloon, Silver Streak, red leather, heater, 11,000 miles; £985.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd. Lewes 1221. Successors to Lewes Motors, Ltd.

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [0057/R

1953 (June) 1½-litre saloon, sun bronze, radio; £995.—Middlesex Motors Harrow 0022. [C3041/R

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. [3865

£498—Riley 2½-litre 1948 4-dr. sports saloon, excellent original condition throughout, also a 1½-litre; many others. [0079/R

BENMOTORS 1, Clarendon Rd., Holland Park, London, W.11 Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1952 (March) Riley 1½-litre saloon, black with beige leather, fitted heater, one owner, as new throughout; £835.—Below.

1947 (May) Riley 1½-litre saloon, black with red leather, 1953 front suspension, one owner, in 1951 condition; £550.—Below.

1947 (Dec.) Riley 1½-litre saloon, black with brown leather, one owner, perfect; £550.—Below.

1946 (Sept.) Riley 1½-litre saloon, black with green leather, perfect throughout; £460; terms, exchanges.—Gibsons Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [4084

£75—John Gordon offers his special Riley 9 open sports 4-seater, late series engine, new tyres, taxed.—61, Lancaster Mews, W.2. Pad. 4681. [C1067

1934 Riley 9 Monaco-type, 16,000 miles since first rebore, excellent; nearest £120.—32, George Rd. Warwick. [4390

RILEY 2½-litre saloon, Sept. 1950, mileage 30,000, radio, perfect condition, any examination welcomed, one owner; £700.—Box 2456. [4527

1950 Riley 2½ 3-seater, one owner, reconditioned works engine and gear box last month, absolutely first-class condition; £550.—Herbert, 34, Tennyson Ave., Chesterfield. Tel. 4723. [4427

1952 1½-litre Riley, 12,000 miles, black, red leather, radio, heater, covers, spare unused, immaculate condition; £925.—Lawson, 6, King Edwards Rd., Ruislip 9343. [4550

RILEY

345 gns.—Riley 16, September 1939 2½-litre saloon, sliding head, leather, synchromesh, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

325 gns.—Riley 1940 1½-litre foursome drop head coupe, gunmetal, green leather, magneto; terms, exchanges.—Rowland Smith, below.

225 gns.—Riley 9, 1937 Monaco saloon, sliding head, leather, excellent condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Riley 1936 1½-litre Merlin saloon, sliding head, leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; demonstrations by appointment.—Coventry Motor Mart, Ltd., The Riley Distributors, London Rd., Coventry. Tel. 2146. [0446/R

1938 Riley 16/4 Kestrel saloon, manual box, free wheel and overdrive, telecontrols, in specimen condition throughout, taxed; £385; terms, exchanges.—C.N.K. Motors, 555, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052

CAMDEN MOTORS for Rileys.—Drop head foursome coupe, 1951, one of the very scarce 2½-litre models, immaculately finished maroon with beige leather, hood, tyres, coachwork and interior all excellent and just as outstanding mechanically; £795.

CAMDEN MOTORS for Rileys.—2½-litre saloon, very late 1947, a one owner car carefully driven and expertly maintained, new Fort Dunlop tyres, Tygan seat covers; £545.

CAMDEN MOTORS for Rileys.—1½-litre saloon, 1949, just comprehensively overhauled by same Riley distributors who have serviced the car since new, an excellent specimen; £625.

CAMDEN MOTORS for Rileys.—1½-litre Nuffield saloon, 1940, £295; 1½-litre Kestrel 6-light saloon, 1937, £265; earlier Kestrels, 9 and 12hp, from £125; also a good range of Rileys 9s.

CAMDEN MOTORS for Rileys.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

1952 Riley 2½-litre saloon, fitted radio and heater, colour scheme cream and black; this car is in perfect condition, having been lavishly maintained by its only owner; price for quick sale £850; consider exchange.—West Leeds Motor Co., Ltd., Wellington Rd., Leeds, 12. Tel. 25111. [4245

Riley Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3454. [0969/R

RROWLAND SMITH'S. The Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Hamp. 6041. [W4018/R

YORKSHIRE.—The Riley Buyers, Barkers of Oakwood, Leeds 8. Tel. 58256/7. [0094/R

RILEY 1½-litre wanted, 1946-50.—Marks, Heytesbury, Wilts. Tel. Sutton Veny 331. [4385

PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Ealing 6841. [W3041

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0131. [W3008

CNK MOTORS require clean pre-war Rileys.—555, Finchley Rd., N.W.3. Tel. Hampstead 5712. [W1052

BLAKES, Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

URGENTLY required, 1946-52 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd. Christchurch. Tel. 1681. [1440

WANTED, 1952-53 2½-litre Riley saloon, black, in part exchange for Wolseley 6/80, metallic grey, radio, heater, 11,000 miles.—Tasker, 278, Whalley Rd., Accrington. Tel. 5136. [4368

COLMORE DEPOT, Ltd., Manchester, are prepared to purchase post-war Rileys, only cars with a guaranteed history and mileage considered.—200, Deansgate, Manchester, 3. Blackfriars 3522. [4512

Riley Spares and Service

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5. [0246/R

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238/R

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0992/R

RILEY distributors for 28 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [6140

ROLLS-ROYCE

CM

CAR MART, Ltd.

1936 Rolls-Royce 25/30hp sports saloon; £795.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3454. [C1059

RIPPON.

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RIPPON BROS. Ltd.

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0905/R

ROLLS-ROYCE

JB

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE: 1937 Phantom III limousine de ville by Windover, one owner, speedometer reading 35,000 miles; £1,050.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. [C1062

HR. OWEN, Ltd.,

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1949 Hooper touring limousine, black with blue hide, 28,000 miles; £3,650.

1948 Hooper touring limousine, black with maroon hide, 62,000 miles; £2,950.

1937 Barker PIII full limousine, black with hide and cloth, 52,000 miles; £1,495.

1934 Freestone and Webb PII 2-door sports saloon, black with beige hide; £1,250.

WE are interested in the purchase of Rolls-Royce cars and invite communication from owners who have such vehicles for disposal.

HR. OWEN, Ltd.

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3052

VINTAGE AUTOS.

WE always have an ever-changing selection of good pre-war Rolls for sale at very reasonable prices and we are always interested in purchasing similar Rolls.

VINTAGE AUTOS, 66, London Rd., Tooting. Tel. Mitcham 3951. [C4039

JACK OLDING, Ltd.,

OFFICIAL Rolls-Royce and Bentley retailers, offer from their stock:—

1948 Silver Wraith Park Ward saloon, one owner, black/beige hide, undergoing renovation, 35,000 miles; £2,650.

1938 25/30 Thrupp & Maberly sports saloon, black/brown hide; £1,450.

AUDLEY HOUSE, North Audley St., W.1. Mayfair 5242. [C3050

PB Ltd., offer:—

1939 Rolls-Royce Wraith Park Ward semi-razor-edge owner-driver sports saloon, 2-tone beige, grey leather, engine just completely overhauled, exceptional car.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C3055

MASCOT MOTORS, Ltd., offer:—

1935 40/50hp Barker Continental sports saloon; £675.

1935 25hp Hooper sports saloon, with division; £800.

1934 25hp Freestone & Webb sports saloon; £700.

1933 25hp Thrupp & Maberly 6-light saloon; £475.

1932 25hp Freestone & Webb sports saloon; £575.

1930 25hp Thrupp & Maberly foursome coupe; £450.

1928 20hp Rippon open tourer; £275.

AND many others being reconditioned.

WE are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.

MASCOT MOTORS, Ltd., 257-245, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251-2. [C500

KNIGHTSBRIDGE MOTORS, Ltd.

1937 Phantom III Rolls-Royce owner-driver saloon by Park Ward, finished in black with pale blue leather, disappearing division and interior beautifully fitted with concealed lady's and gentleman's companion, in first-class condition, mileage 42,000, set of new Dunlop tyres, fitted with radio and discs; £935.

3, Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. Sloane 4086. [C2065

HENDON CENTRAL GARAGE, Ltd., offer:—

1938 25/30 enclosed 7-passenger limousine by Thrupp & Maberly, blue and black, privately owned, serviced recently by works; £1,150.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8004-5. [C2034

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1937 Rolls-Royce Phantom III, fitted with very attractive Park Ward owner-driver limousine with de ville extension; this car has only completed 5,000 miles since Rolls-Royce overhaul at a cost of £800; £1,150.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

FUNERAL trade, carefully selected chassis 1955 to 1958, complete with new hearse bodies.

ALPE & SAUNDERS (COACHBUILDERS), Ltd., Head Office Hearse Enquiries Station Approach, Kew Gardens Richmond 1161. [2671

20-258 from £225, deferred payments; exchanges with cash either way.—26, Queensgate Mews, S.W.7. Wes. 5228 after 6 p.m. [C4069

£595—1955 Rolls 20-25, owner driver four-light saloon, immaculate throughout.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [4460

1937 Rolls-Royce saloon, owner-driver, Hooper body with modernized, only 28,000 miles, really first-class condition; £1,200; no dealers.—Apply Box 2287. [4064

ROLLS-ROYCE Silver Dawn with automatic gear now available, see and try at Loxhams, Rolls-Royce and Bentley showrooms, Fishergate, Preston, Lancs. Tel. 4245. [C2064

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

A & S Limousine 1935/25hp, partition, forward occasionals, extended luggage boot, black, carefully maintained, £495.

9280 Miles Phantom III (Series BT, registered 1946) Park Ward partitioned black limousine, forward occasionals, unblemished condition (detailed history available) unrepeatable opportunity. £1450.

LIMOUSINE Phantom III, Mulliner, partition, exceptionally roomy, forward occasionals, black, rear boot, lavishly equipped, low mileage 44,000, privately owned, carefully maintained, opportunity £795.

LIMOUSINE 1938/30hp, Hooper partitioned Deluxe-Coachwork, forward occasionals, privately owned, mileage 44,000, magnificent condition throughout, bargain.

WRAITH Limousine 1939/30hp, Park Ward partitioned, forward occasionals, meticulously maintained, recorded mileage 25,000, black, £1460.

WRAITH Limousine 1939/30hp, partitioned Hooper Deluxe Coachwork, forward occasionals, black, magnificent condition, genuine low mileage, reasonable cost.

ALPE & SAUNDERS always purchase Rolls-Royce. Providence Court, North Audley Street. Mayfair-2941. [C1005

ROLLS-ROYCE 20 tourer, £200; Rolls-Royce 20, landaulet; £145.—Johnson & Brown, Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2322. [C2049

ROLLS-ROYCE 20, 25 and 30hp owner-driver saloons, also limousines at specially low prices.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith. Riverside 7644. [2529

1935 20/25 7-passenger limousine, one owner, face-forward seats, black, small mileage; £795.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1932 20/25 high radiator model James Young 4-door 4-light saloon, in superb condition, this is an outstanding little car, much above average; £395.—Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [C1012

1934 Rolls-Royce 25hp saloon by Windover, chauffeur driven, regularly serviced, perfect condition; bargain at £695.—Kings Road Garage Co., Ltd., Kings Rd., St. Annes-on-Sea, Lancs. (Tel., St. Annes 670.) [4264

ROLLS-ROYCE 25-30hp 7-passenger limousine, October 1956, one owner, Rolls maintained, magnificent condition, cloth rear, face forward occasionals, spot-lamps and Windtones; £825.—Ilford Motor Co., Ltd., 338-340, High Rd., Ilford. Tel. Ilford 0681. [4511

PHANTOM I Hooper double-enclosed 7-passenger; £75.—Lawton-Goodman, 155, Cricklewood Broadway, N.W.2. 1933 25hp Rolls-Royce Thrupp & Maberly 7-passenger limousine, leather; £395.—Lawton-Goodman, 36, North Audley St., W.1. [C2022

HEARSE modern Phantom II, magnificent condition private chassis, M8 Series, fitted unused 1953 Deluxe streamline 6-bearer coachwork, mileage 59,000, exclusive equipment, certified mechanically, £965. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1005/1

CAMDEN MOTORS for limousines.—Rolls-Royce and others, stock of 40; see under hire car advert. page 41 this issue; also a few specially selected owner-driver 20/25 saloons.—Call, write or tel. for details Camden Motors, Leighton Buzzard, Beds. Tel. 2041 (5 lines). [C1035

1937 Rolls-Royce Park Ward Phantom III touring limousine, one titled owner from new, complete Rolls history, unlicensed and unused for 12 years, winding division, blue/black hide upholstery, a very beautiful car, original and unmarked throughout; offers wanted.

SIDFORD CAR SALES, Commercial Rd., Southampton. Tel. 5252. [4482

20/25 Rolls-Royce owner-driver saloon, exceptionally pretty lines, excellent mechanical condition; also Rolls-Royce Phantom II owner-driver saloon and 20hp Rolls-Royce 7-seater, both in very fine condition; exchanges with cash adjustment on either side.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

395 gns.—Rolls-Royce, 1935 Phantom II 40-50hp Barker 4-door sports saloon, black, sliding head, brown leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Rolls-Royce Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3454. [0970/R

J. MARSHALL.

WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork; any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0498/R

PHANTOM III wanted, owner-driver body preferred.—Box 2222. [3929

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford Middlesex. Ealing 3841. [W5041

ROLLS-ROYCE 21.6 saloon, close coupled preferred, mechanical perfection essential, body sound.—Box 2454. [4525

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 5362. [0345/R

JACK OLDING & Co., Ltd., officially appointed retailers and repairers, are interested in the purchase of good used cars. Service in the heart of Mayfair. Tel. Mayfair 5242. Audley House, North Audley St., W.1. [W5030/R

Rolls-Royce Cars Wanted

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [6283

A & S urgently require 25/30hp Saloons with boot, also privately owned 25/30hp Limousines, details please. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941 [W1006

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266.—Service works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0597/R

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official repairers Rolls-Royce cars.

SERVICING or overhauls.

COACHWORK renovations and accident work.

LARGE stocks of spares.

WORKS: Lombard Rd., Merton, S.W.19 (close Sth. Wimbledon Tube). Liberty 7222 (8 lines). [H1082/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0614/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models, full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 5362. [0064/R

ROVER 10

H. BEART & Co., Ltd., offer:—

1947 Rover 10 saloon, black with brown leather upholstery, engine recently reconditioned, good order throughout; £495.—102, London Rd., Kingston-on-Thames. Tel. 5348. [C1081

CAMDEN MOTORS for Rovers.—10hp saloon, 1937 model, £225; 1938 model, £295; 1939 model, £345; 1940 model, £395; post-war models from £495; all guaranteed cars offered by the leading used Rover specialists.

CAMDEN MOTORS, The Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

295 gns.—Rover 10, 1940 model, de luxe 4-door saloon, sliding head, leather, rear luggage boot, good condition; taxed, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ROVER 12

HAROLD SIMONS, Ltd., offer:—

1946 Rover 12 de luxe saloon, black, brown leather, immaculate appearance, first-class mechanical condition, one private owner; £465, 3 months' written guarantee; free service after-sale; deferred, trade enquiries welcomed.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 5 minutes Trolley East Finchley Tube). Finchley 0052-53. [C4065

HENDON CENTRAL GARAGE, Ltd., offer:—

1946 (October) Rover 12 saloon, taxed, immaculate condition throughout; £495.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1939 Rover 12hp for sale, immaculate throughout, sports saloon; £300.—Kearsney 147. [4295

CASS'S MOTOR MART. 1947 Rover 12 saloon, black, 23,000 miles, superb condition, written guarantee.—5, Warren St., W.1. Euston 3523. [C1040

£265.—Rover 12/4 1938 4-door sports sln., engine reconditioned, new clutch, steering, etc., well kept throughout; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

£285.—1938 Rover 12 sports saloon, black, beautiful condition.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [4459

1946 (October) Rover sun roof saloon, 12hp, black with brown leather, heater and loose covers; £475.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

COX'S.—1946 Rover 12 Sportsman's saloon, finished in smart polychromatic grey, radio, heater, recently fitted works engine, an outstanding example; £525.

COX'S MOTORS (LEICESTER), Ltd., 11-15, Conduit St., Leicester. Tel. 60319. [C1059

£555!!!—Rover 12 sports 4-seater, special export model, in magnificent and irreplaceable condition, first registered Dec., 1947, but it looks like brand new, 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley N.12. Finchley 6221. (East Finchley Underground.) [C2052

425 gns.—Rover 12, 1946 saloon, sliding head, leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

CAMDEN MOTORS for Rovers.—12hp 4-door de luxe saloon, 1939, with sunshine roof and rich leather upholstery, built-in heater and other refinements, one of the best specimens of a late pre-war Rover we have handled; £365.

CAMDEN MOTORS for Rovers.—Earlier 12hp series from £195, and several post-war models, including a rare 1948 sports tourer.

CAMDEN MOTORS, The Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

ROVER 14

CAMDEN MOTORS for Rovers.—14hp sportsman's 4-light saloon, 1946, fitted heater and screenwash, two owners, history known, very good mechanical order; £495.

CAMDEN MOTORS for Rovers.—14hp saloons and sports saloons, late pre-war from £295 and a very attractive 1939 Tickford drop head foursome coupe.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

£385!!!—Magnificent Rover 14 de luxe saloon; look at this car, its like brand new inside and out; drive it, it feels like a post-war model, no one looking at or driving this vehicle could possibly believe it's 14 years old.—Below.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

ROVER 16

£265.—1938 Rover 16 de luxe saloon, exceptionally clean condition; £90 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

CAMDEN MOTORS for Rovers.—16hp sports saloon, 1946, purchased direct from original owner, the whole car itself original in every respect except for major engine overhaul this year, numerous extras, radio, heater, Nu-way mats, Tygan covers, etc.; £495.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

£385!!!—Magnificent Rover 16 sports saloon, just completed £100 overhaul, including rebored engine relined brakes, steering, springs, etc., this vehicle is so magnificent no one could possibly believe its 14 years old, looks and runs even better than a 1947 model; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

ROYS offer.—An exclusive 1939 Rover 16 sports saloon in 1948 sterling condition, one private owner, new tyres, taxed, trial and inspection will convince most critical buyer, unrepeatable value at £295; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

ROVER 60 & 75

NEWNHAMS, Ltd.

1952 Rover 75 saloon, black, loose covers, carefully used; £995.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

COX'S OF LEICESTER!!!

COX'S.—Specialists in carefully used Rovers, largest selection.

COX'S.—1953 Rover 75 immaculately finished in green, an outstanding specimen used only by Rover distributors as demonstration model, mileage 9,000, radio, Rimbe lishers, etc.; £1,095.

COX'S.—1953 Rover 75, one owner, colour black, grey hide interior, tartan loose covers, 5,800 miles only, spare unused, as new; £1,075.

COX'S.—1951 Rover 75, Connaught green with grey leather, 15,000 miles only by one careful owner, can be offered in unblemished condition; £895.

COX'S.—1950 Rover 75, black with green interior, radio heater, immaculate throughout; £875.

COX'S have several other fine examples of Rover cars for your choice; cash, terms, exchange.

COX'S MOTORS (LEICESTER), Ltd., 11-15, Conduit St., Leicester. Tel. 60319. [C1059

OVERSEAS CARS, Ltd., offer:—

1951 Rover 75, black, red leather, radio and heater, 21,000 miles, in exceptional condition; £915.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3031

SAUL & SLATTER, Ltd., offer:—

1951 Rover 75, radio, heater, finished bottle green, one owner; £860.—44-46, Alderman's Hill, N.13. Tel. Palmers Green 3631-2-3. [C4002

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 (November) Rover P.4, black with grey leather, one owner since new; £800; choice of two.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1952 (Oct.) Rover 75 saloon, blue, 13,000 miles, one owner, H.M.V. radio, as new; £1,050.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

1951 Rover 75 saloon, black/tan leather, H.M.V. radio, 19,700 miles; £850.—J. Fricker, Ltd., Park 5077. [C2016

1950 (July) Rover 75 saloon, one careful owner, excellent condition.—Dobsons, Ltd. (Rover Agents), Staines 801. [C1074

75 Rover P4 saloon, 1950 model, in very fine condition; exchanges with cash adjustment on either side.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

1953 Rover 75, black/grey, 7,000 miles; £1,045.—Gould, Ty-Dyfrig, Fairwater Rd., Llandaff, Cardiff. Tel. Llandaff 124 (evenings). [4581

CAMDEN MOTORS for Rovers.—75 saloon, 1948, fitted heater and with leather upholstery, carefully used and regularly serviced by county distributors since new, £595; choice of 2 others, one black, one grey.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

XXX 1949 (May) Rover 75 saloon, a really immaculate one owner car, finished in black with red leather, H.M.V. radio and loose covers, delightful performance, a car which a Rover enthusiast would be proud to own; written guarantee, £695, terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2005

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 60 & 75

1951 (October) Rover 75, black, radio, heater, covers; £675; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

LAND-ROVER

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1950 Land-Rover, in excellent condition, used mainly for towing light trailers, road work only; 319gns.

HIRE Purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4042

OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [5111

GUY SALMON AUTOMOBILES offer:—

1952 Land-Rover, good condition; £395.—Portsmouth Rd., Thames Ditton. Emberbrook 3551-2-3. [C4001

HARVEY HUDSON Ltd. (The Land-Rover Specialists), offer:—

1952 (March) Land-Rover, one owner, 18,000 miles, spare unused, loose covers to seats, in outstanding condition, service history from new available; £495.—Harvey Hudson, Ltd. Woodford, London, E.18. Wanstead 0056. [C2039

1950 mobile welding unit, good order throughout, Lincoln electric welder.—Dunham & Haines, 48, Castle St., Luton 2100-1. [C1079

1950 Land-Rover, special detachable aluminium ti.t and cab tops, heater, trafficators, 5 almost new Goodyear Eagles, used on roads only, exceptionally clean condition; £295.—Campbell Symonds, Wembley 6262. [C1057

Land-Rover Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HARVEY HUDSON, Ltd. (The Land-Rover Specialists), wish to buy Land-Rovers.—Woodford, London, E.18. Wanstead 0056. [W2039

ROVER MISCELLANEOUS

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6514).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST ROAD (Ealing 5477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS Ltd., England's Leading Motor Agents. [0029/R

BEARTS of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3546. [0080/R

Rover Miscellaneous Cars Wanted

CMT—THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3454. [0971/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBES & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel 62907 [0242/R

LHD good condition; state price.—Box 2320. [4220

REALLY good second-hand Rover required.—Cobb, 30, Harley House, N.W.1. [W1086

BLAKES Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7756

FULL value paid for Rover or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2876. [W5016

POST-WAR Rover wanted; please send details to—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 5658. [W4059

R. P. POWELL MOTORS, Ltd., East London area dealers.—Good used Rover cars required.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0436/R

Rover Spares and Service

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0219/R

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel.: 777 (4 lines). [0009/R

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0437/R

BARKING.—For full stocks of spares and genuine service for Rover owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Ripple way 1285. [0518/R

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire, very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555/R

SIMCA

1953 Simca Aronde saloon, 5,000 miles, as new; £795, guaranteed.—C. V. Rushmer, The Fiat Specialist, 59, Holland Park, W.11. Park 5731. [C3061

SINGER

B. J. HUNTER, Ltd., offer:—

1951 Singer S.M. saloon, recent check-over, positively unmarked; £550.

1950 Singer S.M. saloon, showroom condition throughout; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

1952 Singer 1500 saloon, black/beige Vynide, loose covers, 11,000 miles; £595.—J. Fricker, Ltd., Park 5077. [C2016

1950 (July) Singer 1500 saloon, indistinguishable from new; £485.—Autowork, Ltd., Winchester. Tel. 4854. [C1010

1949 (November) Singer SM1500 saloon, green, in perfect condition throughout, garage maintained; good tyres; any trial; price £425.—Healey Wilson, Haddenham, Cambs. [4290

145 gns.—Singer 9, 1936 de luxe 4-door saloon, sliding head, leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Singer Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd.

URGENTLY require good Singers.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6305. [W2040

WHY accept less for your Singer 1500 saloon when you can get its full market value from FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2008

XXX H. F. Edwards offer immediate cash for good Singer cars.—Details please to 200, Great Portland Street, London, W.1. Tel. Langham 0012. [W2003

Singer Spares and Service

THE Singer agents for spares, service, repairs, Automenders Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754/R

RECONDITIONED units and spares.—Coulthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 48091-2. [6473

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701/2. [0605/R

MANCHESTER, South Lancashire, North Cheshire: specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Deansgate 4507. [0390/R

SPORTS CARS

BERT MASON.

!! £105 Standard Avon special Continental drop !! head coupe, 1957, this motor car can only be described as magnificent, with its beautiful body styling, Ace wheel discs, 3-position hood, black hide interior and large trunk-boot carrying twin spares, it has a most satisfying performance and its many noteworthy features include Andre tele-control shock absorbers, spot light, twin hooters, etc., it is attractively finished in black with very many chrome fittings, genuinely looks worth five times the price we are asking.

MANY others; always a selection of Jaguars; hire purchase on every vehicle; open till 10 p.m.

BERT MASON SPORTS CARS, 77, Cricketfield Rd., Clapton E.5. Amherst 1814. [C3073

MERCURY offer:—

£265—1940 Sunbeam-Talbot 10 tourer, good hood, black.

ANOTHER as above; £245.

£245—1938 T.A. M.G. in above average condition.

£225—1938 Morgan 4/4 4-seater, new all-weather equipment, £70 spent on engine this year.

£175—P.A. 8hp M.G. 2-seater in British racing green, good tyres, twin wing mirrors, snap filler, very sound.

£125—1956 9hp Singer Le Mans 4-seater saloon, recent extensive engine overhaul, smart, tidy car.

TERMS available on all cars.

YOUR present car or motor cycle (solo or combination) taken in part exchange with pleasure.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx. Wembley 6056-9. [C3013

SPORTS CARS

AUTOMO, Ltd., offer:—

1938 S.S.100 2½-litre, taxed, a bargain; £295.

1936 S.S.1 16hp 4-str. tourer, taxed; £175.

1934 Talbot 65, in immaculate condition, taxed; £135.

1936 Frazer Nash-B.M.W., type 55, 2-str., drop head, taxed; £215.

AUTOMO, Ltd., 229, West End Lane, Hampstead 3450. [4454

B & G MOTORS offer:—

£138—Singer 9 Le Mans open 4-seater, recently recellulosed and spotless in appearance; fast little car.

£135—M.G. 12hp open sports 4-seater, engine re-bored and crank ground at cost of over £50; blue.

£125—Wolseley Hornet 12hp open sports 4-seater; choice of two: twin carbs, knock-on wheels, 4-speeds, etc.

£125—M.G. 12hp open sports 4-seater, British racing green; exceptionally pretty example; knock-on wheels, etc.

£105—Wolseley Hornet 12hp open sports 4-seater; again choice of two, one black and one green; fast sporting cars.

£85—M.G. 8hp J-type open sports 4-seater, red, twin carbs, knock-on wheels, 4-speeds, tonneau cover, goes like the immortal clappers.

£70—Wolseley Hornet 12hp twin carburettor drop head 4-seater; recently respreyed black, 4-speeds, etc.

£53—Morris 8 open 2-seater, taxed, sound hood, 4-speed gear box, good battery; goes very well indeed.

£45—Austin 7 saloon, 1934, in sound running order; could do with painting; another Austin 7 saloon, taxed; £39.

MANY others, easy terms.—B & G Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019

CHARACTER CARS offer:—

SEASONAL greetings to all and would particularly thank the many enquirers for their interest in the specimen short chassis Mark II Aston. Having been bought by a very keen club member this quite incredible car will be seen regularly at future A.M.O.C. events.

C-TYPE M.G., successfully raced new by Sir Francis Samuelson, unused 1956-46, Ulster Austin, considered by the well informed to be the finest, genuine example now running; Talbot, 1935, 105 saloon; 1937, 105 sports tourer; and other sporting and quality cars.

SPORTS cars in good condition urgently required; details and photograph gratefully received and acted upon immediately.—Character Cars, Wellesley Garage, Wellesley Court Rd., East Croydon. Croydon 2555. [C1044

VINTAGE AUTOS (proprietor Jack Bond)

RUN by an enthusiast for the enthusiast

WE are probably the only dealers in the country who refuse to sell post-war "moderns" at any price and believe "the future is in the past." our stock of good, clean, pre-war thoroughbreds includes Vintage, Sports cars and Continental cars of every description, always 90 cars in stock.

HEAD office and main showrooms: 66, London Rd., Tooting. Tel. Mitcham 3951 and at our new branch for cheaper thoroughbreds under £150.—185, Elmers End Rd., Beckenham. Tel. Beckenham 2521. Our Tooting branch is open for inspection till 9 p.m. 7 days per week including Saturdays and Sundays. [C4039

CHIPSTEAD MOTORS, Ltd., offer mostly reconditioned and in showroom condition:—

ALFA-ROMEO 17/50 supercharged, Nov., 1934, Castagna f.d.h. coupe, reconditioned engine just fitted, red, leather hood, specimen; £475.

ASTON MARTIN DB2 1955 saloon (Jan.), Vantage engine, 7,800 miles, heater, etc., as new; £2,575.

ALVIS 4.3, November, 1959, f.d.h. coupe, black/grey, radio, 18in wheels, specimen; £475.

ALVIS Speed 20 1934 V.D.P. sports 4-seater, exceptional condition; £295.

ALVIS 1940 model Speed 25 Charlesworth sports saloon, dual exhausts, light grey, spotless; £575.

ALVIS 1938 model Speed 25 f.d.h. coupe, blue and black, one owner, radio, etc.; £445.

ARMSTRONG SIDDELEY 1946 Hurricane d.h. coupe, bargain; £545.

DELAGE D.6.70 1938 streamlined saloon, recellulosed bronze, reconditioned engine just fitted, Cotal box specimen; £495.

FIAT 500B 1948 model, ohv engine, convertible, showroom condition; £595.

FORD V.8 utility, late 1937, excellent condition, new tyres, recellulosed; £175.

M.G. 2-litre 1940 model open 4-seater sports; £275.

ROLLS-ROYCE 1951 model 25hp Hooper 2-4-seater, fixed head sports coupe, superb condition; £475.

ROLLS-ROYCE 20hp 1929 Hooper fixed head sports coupe, recellulosed blue and black, specimen; £595.

ROLLS-ROYCE 25 (Feb., 1953), owner driver, black/beige leather, boot, discs, bumpers, absolutely immaculate; £545.

WE are desirous of purchasing good quality English and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7255/7154. [C1046

£85—Rather a nice Lagonda 2-litre sports tourer, new hood, very well shod, 26mpg.—Below.

£95—Vauxhall Velox, 20-98, not to be confused with other cars with the same name, even if it has got hydraulic brakes.—Below.

£75—Siddeley special sports saloon; very good order, next best thing to a Sapphire, but rather cheaper.

G. A. BROOKS, Ltd., Edenbridge (Tel. 2372 and 3289), Kent. [C1084

1952 Buckler special, 11,000 miles, absolutely as new, £395.—Cyril Sheppard of Reading, Sonning 2545. [4442

1940 Fiat 500 4-seater, reconditioned engine £260; 1939 Riley 12 manual box, excellent £295; 1946 Citroen Light 15, excellent £550.—Clairmonte Bros., Shanklin Rd., London, N.8. Mountview 5295. [C1056

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

ROWLAND SMITH'S for sports cars.

465 gns.—M.G. Midget, December, 1949. T.C. 2-seater, Cambridge blue, exceptional, taxed.

425 gns.—Singer 9, 1951, 4AB sports Roadster, glass sidescreens, I.f.s., excellent condition; cost £755.

325 gns.—Sunbeam-Talbot 10, 1940, sports 4-seater, carefully used, exceptional.

295 gns.—Lagonda Rapier, 1935, 10hp twin ohc foursome drop head coupe, very carefully used.

195 gns.—Steyr, 1937, 16/55 supercharged sports Roadster, independent suspension.

145 gns.—Standard 12, 1935, special sports tourer, knock-on wheels, tonneau cover; taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

WEST LONDON MOTOR MART offer a large selection of vehicles, all at low prices.

ALVIS Firefly saloon £125; Alvis Speed 20 tourer, £145; Bentley 4½ utility, £95; Bentley 6½ coupe, £95; Citroen 15 saloon, £135; Jaguar 16hp saloon, £75; Lagonda 2-litre tourer, £115; Lagonda 3-litre coupe, £95, Lammas-Graham 17hp tourer, £125; Mercedes-Benz 2-litre cabriolet, £95; Ralston 20hp coupe, £145; Rolls-Royce 20 saloon, £75; Rolls-Royce Ph. I limousine, £65; Standard 12 saloon, £95; Talbot 3-litre saloon, £145; Triumph 16 saloon, £105.

IMMEDIATE insurance and easy terms on all cars, part exchanges, vintage specialists.

WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx. Ealing 6842. (South Ealing or Northfields Tube Station.) [C3042/1

PERFORMANCE CARS, the Sports Car People, Great West Rd., Brentford, Middlesex. Tel. Ealing 6841 (5 lines).

ONLY 5 minutes from Northfields Tube Station, Piccadilly or District Underground.

WRITTEN guarantee, immediate H.P. and insurance, B.M.T.A., M.A.A.; appointed R.A.C.

FROM over 150 in stock all plainly marked with year and price we select:—

ALLARD J. competition 2-str., 1950, £595; Allard 71K drop head coupe, 1946, £395.

ALLARD 71K sports saloon, 1948, £295; Alvis 14hp Firebird saloon, 1936, £145.

ALVIS Speed 25 sports saloon, 1937, £145; Alvis Speed 20 tourer, 1935, £245.

ALFA-ROMEO 17/50 Youngs coupe, 1930, £195; Aston Martin 1½-litre International tourer, 1932, £145.

ASTON MARTIN 1½ Ulster 2-seater, 1936, £425; Aston Martin 1½ Le Mans tourer, 1934, £525.

BENTLEY 3-litre Red Label 2-seater, 1926, £245; Bentley 3/4½-litre tourer, 1925, £295.

FRAZER NASH Le Mans Replica, 1951, ex Sidney Green, latest BMW engine fitted 1953, £1,395.

JAGUAR XK120 roadster, 1951, £845; Jaguar S.S.100 competition 2-seater, 1937, £355.

LAGONDA 4½-litre Vanden Plas tourer, 1934, £145; Lagonda 4½-litre drop head foursome, 1935, £265.

MASERATI 2.9 ex-Tim Birkin, fully road equipped Grand Prix car, £595.

MERCEDES-BENZ 500K Type B cabriolet, 1937, £415; Mercedes-Benz 290K cabriolet, 1936, £345.

M.G.—See large selection under M.G. column; also spares and service.

RILEY Imp 9hp 2-seater, one Maharajah owner since new, low mileage, specimen throughout, £375.

RILEY 1½-litre Sprite 2-seater, 1936, £425; Riley 1½-litre Kestrel saloon, 1936, £245.

ROLLS-ROYCE 20/25 Hooper limousine, 1934, £425; Rolls-Royce 20/25 Salmons cabriolet, 1933, £395.

ROLLS-ROYCE 20 Park Ward saloon, 1936, £195; Rolls-Royce Phantom II limousine, 1933, £265.

UNIVERSALLY acclaimed the finest sports car selection in the country.—Please write for illustrated 10-page list. [C3041

£250 or nearest offer, Bentley 1928 Red Label 3-litre (twin carbs) 4-seater open tourer, V.D.P. body, in last 12 months repainted, upholstered, new hood, tyres, rewired, first registered 1943.—Write, Plough Inn, Fen Ditton, Cambridge. [4287

CHILTERN CARS offer Alfa-Romeo, Allard, Alvis, B.M.W., Bugatti, Hotchkiss, Invicta, Lagonda, Lotus-Austin, M.G., Railton, SS100 and Vauxhall; terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [C1044

JOHNSON & BROWN offer 1935 Th. Schneider 13hp Corsica sports tourer, £225; Lagonda M.45 4½-litre V.D.P. tourer, recent engine overhaul, £295; 1937 model Mercedes-Benz 540K supercharged cabriolet, £650; Lancia Astura Farina pillarless saloon, 1939, 5,200 miles, exceptional, £795; Alfa-Romeo R.L.S.S. Targa Florio, Alfa-Romeo 1750 d.h. coupe, Alfa-Romeo 2.3 supercharged d.h. coupe, A.C. 1934 2-seater, £65; Rolls-Royce 20 tourer, £200; Rolls-Royce 20 landaulet, £145.—We urgently require good sports saloons and touring cars.—Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2322. [C3049

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

BARTLETT will pay more for good sports cars.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

PERFORMANCE CARS urgently require sports cars.—Great West Rd., Brentford, Middlesex. Ealing 6841. [W3041

Sports Cars Spares and Service

TUNING repairs unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 6496. [0755/R

STANDARD 8

CAR MART, Ltd.

1948 Standard 8hp saloon; £295.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [C1039

SLOCOMBE'S Ltd.

1947 Standard 8 drop head also saloon; both cars with our unique guarantee which includes periodical checks and service at no charge; £285.—Dudden Hill Lane, Willesden 4869. [C4017

BERKELEY SQUARE HOUSE GARAGE offer:—

1947 Standard 8, black, low mileage, immaculate condition; £325.

BERKELEY Square, W.1. Grosvenor 4345. [4172

STANDARD 8

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1947 Standard 8 saloon, finished black, brown upholstery, excellent condition throughout; £295. [C1001

1947 Standard 8 sun saloon, grey, blue interior; nice car, small mileage; £260.—4, Offington Gdns., Worthing, Sussex 849. [C4067

1953 (November) Standard 8 saloon, 400 miles, with all extras, list price, 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054

£325.—1947 Standard 8 de luxe saloon, two owners, in exceptional condition throughout; £110 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1947 (Dec.) Standard 8 saloon, fawn with brown upholstery, in excellent condition throughout, very carefully used since recent overhaul, over 40 mpg; extras include spot lamp, twin windhorns; £270.—Capt. Cheeseman, Wetham Green, Upchurch, Sittingbourne, Kent. [4508

STANDARD 9

1935 Standard 9, realeseed and thoroughly overhauled; £100.—Manning, 25, Hurst Park Ave., Cambridge. [4393

STANDARD 12

1939 Standard 12 de luxe saloon, in particularly good condition; £250.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Tel. Kingston 2241. [C4065

1947 (Dec.) Standard 12 saloon de luxe, finished in grey with blue leather; very fine condition throughout; 2 owners from new; £325.—Gordon White & Co., Ltd., Gerrards Cross 2077. [4522

£130 o.n.o.—Standard 12hp 1935, £150 spent over last 12 months, reconditioned engine, clutch, king pins, brakes relined, respray, h.p. arranged privately.—Gre. 1736, 54c, St. Johns Park, S.E.3. [4387

STANDARD 14

W. J. BROWN, Ltd., Established over 30 years.

1946 (Sept.) Standard 14, in very exceptional condition, black with red leather; £355.—

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1938 Standard V.8 converted to 14hp, 63,000 miles; offers.—Box 2408. [4477

1947 Standard 14 saloon; £335; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054

TANKARD & SMITH Ltd.—1946 Standard 14 saloon de luxe, finished in black with brown leather upholstery; £345.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [C4025

£365.—1948 Standard 14, black with beige leather, reconditioned engine, coachwork and interior unmarked.—Broadway Motors, 67, High St., Hounslow. Hou. 0175. [C1026

ROYS offer very attractive 1947 Standard 14 saloon, dual grey, blue interior, taxed; £295; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

STANDARD VANGUARD

WM 1952 Vanguard Estate car, 10,000 miles guaranteed, exactly as new, pale blue, red leather, heater; £695.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines). [C4049

ALWAYS

STANDARD Vanguards. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

GATEHOUSE offer:—

1950 Vanguard saloon, blue, heater, radio, loose covers, excellent condition, one owner, £465; also 1951 Vanguard saloon, all extras, £525.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

AUTOMOBILIA, Ltd., offers:

STANDARD Vanguard 4-door de luxe saloon, black, grey leather, heater, radio, excellent condition, first registered 1951; £595.

PIPPBROOK GARAGE, London Rd., Dorking 4304. 3891. [C1089

PHILIP RICKARDS, Ltd., offer:—

1953 Standard Vanguard Phase II, black, low mileage, part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

MAYFAIR COUNTRY CARS offer:—

1953 Vanguard, under 10,000 miles, new condition; £600.

TERMS, exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3006

CHARLES RICKARDS, Ltd., offer:—

1951 (Nov.) Standard Vanguard, finished comet blue with red leather, 16,000 miles, taxed, in exceptional condition throughout; £535.

ALSO a good selection of genuine low mileage cars, all offered with our 3 months' guarantee.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [C3050

WARWICK WRIGHT, Ltd., offer:—

1952 Standard Vanguard saloon, radio, blue, 17,000 miles; £595.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

STANDARD VANGUARD

W. J. BROWN, Ltd., Established over 30 years.

1952 model Standard Vanguard saloon, comet blue, blue leather, heater, radio, Tygan covers, one owner, 17,000 miles; £595.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

BROOKLANDS: Individuality, new and used cars.

1952 Standard Vanguard saloon, one careful owner, radio, 10,500 miles, excellent throughout.

103 New Bond St., London, W.1. Mayfair 6351-6. [C1029

NEW Standard Vanguard Phase II saloon, heater, immediate delivery.—Mayfair 5242. [C3030

VANGUARD late 1949, as new, mileage 23,000; £415.—24, Parkland Grove, Ashford, Middx. 2379. [4049

1951 Standard Vanguard saloon, blue/red leather, heater, 16,000 miles; £495.—J. Fricker, Ltd., Park 5077. [C2016

NEW Vanguard, metallic blue/red, P.B.C., heater; list price, £805/1/8 inc. tax.—Gordon White & Co., Ltd., Gerrards Cross 2077. [4519

1952 Vanguard with leather, heater and Tygan loose covers, one owner, bargain; £575 or £192 deposit and 18 monthly payments.

1951 Standard Vanguard saloon, black with fawn leather and heater, one careful owner, 19,000 miles, bargain; £495 or £165 deposit and 18 monthly payments; exchanges.—Starnes Motors, Standard Specialists, 103, Cricklewood Broadway, N.W.2. Gla. 2480. [4486

1953 Standard Vanguard saloon, car as new, 5,000 miles; £695.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

STANDARD Vanguard Estate car, 1952, new and unregistered de luxe model; terms and exchanges.—Ferrington & Clews, 307, Walsall Rd., Birchfields 4654. [4262

150 miles only, Phase II Vanguard, black, covers, spot light; £735.—Halls (Finchley), Ltd., Odeon Parade, North Finchley, N.12. Tel. Hillside 1044. [4490

1953 (October) Phase II Vanguard saloon, grey/red Vynide, mileage, 2,600; £725 or nearest offer.—Kettlewell, 11, The Avenue, Richmond, Yorks. 2116. [4291

ARCHIE SIMONS & Co., Ltd.—1951 Standard Vanguard saloon, grey/red leather, nominal mileage, one careful owner since new; £495.—94, Gt. Portland St., W.1. Lan. 1243. [C4013

£385!!!—Absolute gift; 1949 Vanguard saloon de luxe, excellent condition and genuine bargain; also choice 2 1950 specimen models; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1951 (May) Vanguard, beautiful condition, leather, heater, one owner; fully guaranteed; spare unused; targain offer £475!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723 [C1011

1952 estate car, 4-door, grey, red leather upholstery, heater, radio, one owner, excellent condition; £625.—K. J. Motors, Ltd., Bromley, Kent. 5456. [4438

425 gns.—Standard Vanguard, late 1950 saloon, heater, radio, one owner, excellent condition; choice of 3 Vanguards; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead Tube). Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd.—1952 Standard Vanguard saloons, blue/blue (15,000 miles) or grey/red (19,000 miles) leather, heater, choice two £559; 1951 black/brown or blue/red leather, heater, covers, choice three from £469; 1949 black/red leather, heater, covers, £369; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WHY accept less for your Standard Vanguard Estate car or utility when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2008

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Standard Vanguard. May 3051 [W3043

STANDARD MISCELLANEOUS

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088. Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham, Beckenham, Bromley, Sidcup, Bexleyheath and Farningham. [0026/R

Standard Miscellaneous Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3454. [0973/R

RPS

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Standard 12 or 14.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057

MARSTON MOTOR Co. Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

Standard Spares and Service

KJ MOTORS, Ltd., for spares, reconditioned units. Girling agents.—Bromley, Kent. Rav. 3456. [0367/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Standard Spares and Service

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0301/R

BARKER'S MOTORS (LONDON), Ltd. (Tel. Balham 6666) for Standard spares, sales and service.—209, Balham Rd., S.W.17. [0522

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0247

STANDARD spares all models from 1935; replacement units; complete overhauls, recellulosing.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [4251

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines 1938 onwards; quote commission number when ordering. WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 5486. [0475/R

MARGATE, Kent.—Service and spares for all models. —Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [4250

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359/R

LANKESTER ENG. Co., Ltd. (distributor in Surrey since 1911).—Full range of spares, 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0002/R

STUDEBAKER

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1953 Studebaker Commander Farina-styled coupe, V.8 engine, finished blue, hydramatic drive, heater, white wall tyres, mileage 8,000, one of the very few in this country, a most beautiful car, this car must be seen to be appreciated; £3,350. [C1001

1952 right-hand drive Studebaker Starliner with the sensational V.8 engine, dramatically jet-streamed and full circle visibility, a very attractive body colour and upholstery combination, overdrive, radio and sprayers. Tel. Valentine 4674 after 6 p.m. [C2018

1953 Studebaker Champion Regal Starlight coupe (actual Nov. Motor Show model), ivory and blue, Hydramatic, etc., etc., 500 miles; perfect; £2,250. —Jackson, 2, Bargate, Southampton. Tel. 3220 or 68141. [4347

1951 Studebaker Commander, V.8 engine, convertible, hydromatic driver, power-top, radio and heater, fog lamp, spotlight and other numerous extras, light blue, Studebaker's most expensive car.—Joe Thompson Motors, Ltd., 97 Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028

SUNBEAM

SUNBEAM 20hp saloon, first registered June, 1935, in splendid condition throughout; £150.—Ferrington & Clews, 307, Walsall Rd., Birmingham. Birchfields 4654. [4265

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares service.—Shandon Garage, Abbeville Rd., S.W.4. Tel. Tul. 4505. [0515/R

SUNBEAM-TALBOT

DICKS.

1939 Sunbeam-Talbot drop head coupe, same as post-war, attractive; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

CAR MART, Ltd.

1950 Sunbeam-Talbot 90 saloon; £595.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

SCOTT CARS offer:—

1950 Sunbeam-Talbot 90 drop head, 24,000 miles, perfect; £565.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

METROPOLITAN MOTORS.
(HUMBER, Hillman, Sunbeam-Talbot, Commer.)

1951 Sunbeam-Talbot drop head, one owner, perfect; £650.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [2358

B. J. HUNTER, Ltd., offer:—

1951 Sunbeam-Talbot saloon, fast and luxurious; £625.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

CHARLES FOLLETT, Ltd., offer:

1952 Sunbeam-Talbot 90 sal., green, red leather, radio and heater, one owner, 26,000 miles; fully serviced and guaranteed, extremely good order; £745.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

WARWICK WRIGHT, Ltd., offer:—

1953 Sunbeam-Talbot saloon, fast and luxurious; £625.

1952 Sunbeam-Talbot 90 saloon, heater, black, 17,000 miles; £825.

1952 Sunbeam-Talbot 90 Mark II saloon, sapphire blue, heater, 17,000 miles; £825.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1951 90 saloon, 26,000 miles, bronze, radio and heater; £645.—Mansfield Autos, Ltd., Euston 2587. [C3001

SUNBEAM-TALBOT

GUY SALMON AUTOMOBILES, offer:—

1952 Sunbeam-Talbot 90 saloon, black/red leather, 22,000 miles, heater, four new Dunlop tyres, a perfect example; £785.

1950 Sunbeam-Talbot 80 saloon, black/brown leather, 21,000 miles, Marechal headlamps, extremely good condition throughout; £595.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

WANSTEAD MOTORS, Ltd., offer:—

1949 Sunbeam-Talbot 90, black, radio and heater, one owner; £515.

WANSTEAD MOTORS, Ltd., 643, Eastern Ave., Ilford. Valentine 1155-6-7. [C4042

1950 (December) Sunbeam-Talbot 80 convertible coupe, colour green; £550.

TOBY MOTORS, Regent Rd., Great Yarmouth 3273-4. [3957

CAMDEN MOTORS for Sunbeam-Talbots.—90 saloon, Jan., 1952, practically equal to new in every respect; £795.

CAMDEN MOTORS for Sunbeam-Talbots.—90 drop head foursome coupe, March, 1952, late property of qualified engineer, superbly maintained, extras; £795.

CAMDEN MOTORS for Sunbeam-Talbots.—90 saloon, 1951, black with red leather, extremely good condition; £695.

CAMDEN MOTORS for Sunbeam-Talbots.—90 saloon, 1950, two previous owners, metallic grey finish with grey leather, wing mirrors, built-in heater, new Goodyear tyres just fitted; £575.

CAMDEN MOTORS for Sunbeam-Talbots.—2-litre 14hp sports saloon, 1948, beautiful specimen of this series, a really fast compact car of economical performance; £495.

CAMDEN MOTORS for Sunbeam-Talbots.—10hp saloon, 1947, fitted works reconditioned engine just completed 4,000 miles, especially outstanding; £435.

CAMDEN MOTORS for Sunbeam-Talbots.—10hp saloon, 1939, bright looking car in neat and tidy order throughout, goes very well indeed, colour grey; £295.

CAMDEN MOTORS, the Sunbeam-Talbot specialists. Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

SUNBEAM-TALBOT, 1951, new condition, genuine mileage 9,975, only owner; £750.—278, Chester Rd., Castle Bromwich. [4285

EXCHANGE 1953 new Minx saloon, 3,000 miles, for 1952 Sunbeam-Talbot coupe or saloon; all details, Cheshire.—Box 2385. [4289

GUY ALFREDS & Co., Ltd.—1953 Sunbeam-Talbot convertible, heater, 1,000 miles only, factory condition.—6-7, Warren St., W.1. Euston 5268. [C1005

BARTLETT.—Sunbeam-Talbot 1953 drop head, 12,000 miles; £895.—27a, Pembridge Villas, W.11. Bayswater 0523. [C1013

SUNBEAM-TALBOT coupe, 1,800 miles, absolutely as new; £850; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054

1950 model Sunbeam-Talbot 90 saloon, green, heater, one owner, low mileage, perfect; £495.—Worthing 9197. [4450

1950 Sunbeam-Talbot 80 saloon, black, beige leather, heater, radio, moderate mileage; £600.—Tel. 69878, Newcastle, Staffs. [4571

£295.—1939 Sunbeam-Talbot 10hp drop head saloon, immaculate.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [4461

1950 Sunbeam-Talbot 90, silver green, mileage 14,000, one careful owner, new condition; £695.—Mrs. Lines, Shrublands, Cumnor, Oxford. Tel. 325. [4286

£545.—1951 (Oct.) Sunbeam-Talbot 90 4/5-str. coupe, fitted heater and like new.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. Cheetham 1924. [4465

JACK ROSE, Ltd., offer 1952 90 Sunbeam-Talbot saloon, in bronze, almost unmarked inside and out, one careful owner, 12,000 miles; £785.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C5056

1950 Sunbeam-Talbot 90 Mk. 1, convertible, new hood, immaculate, guaranteed; £585.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Tel. Kingston 2241. [C4055

ROSE & YOUNG, Ltd., offer 1952 Sunbeam-Talbot 90, low mileage, radio and heater, black; £735.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

1950 (October) Sunbeam-Talbot 90 Mark I saloon, black, immaculate throughout, any examination; £585.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

1951 Sunbeam-Talbot 90 saloon, grey, radio, twin spots, Rimbellishers, over-riders, in superb condition and fastidiously maintained by enthusiast; £675.—Barton, 3, Woodland Avenue, Hove. Tel Brighton 56851. [4411

£285.—Sunbeam-Talbot 10hp drop head foursome coupe, first registered July 1940, similar appearance to post-war model, just recellulosed satin bronze, several extras.—Oval Autos, Ltd., 306, High St., Sutton, Surrey. Vigilant 5000. [4057

£485!!!—Specimen condition 1948 Sunbeam-Talbot 10 de luxe saloon, just had £100 overhaul, including engine reconditioned, etc., in outstanding condition throughout; also choice 2-litre special saloon; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

GEORGE HARTWELL, Ltd., the Sunbeam-Talbot Specialists, can offer a comprehensive selection of guaranteed, used, Mark II, and IIa 90 saloons, and convertibles (including specially tuned models), all immaculate and low mileages; details on request; part exchange; confidential hire purchase; send for our brochure—"Preparing for Success."—35-41, Holdenhurst Rd., Bournemouth. Tel. 4161. [4018

Sunbeam-Talbot Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—320, Euston Rd., N.W.1. Euston 1212. [0516/R

RROOTES

RDISTRIBUTORS

RREQUIRE modern low-mileage Sunbeam-Talbot cars

BBIRMINGHAM.—Lower Temple St. (Central 8411).

MMANCHESTER.—129, Deansgate (Blackfriars 6677).

MMAIDSTONE.—(Maidstone 5355.)

CCANTERBURY.—(Canterbury 3252.)

RROCHESTER.—(Chatham 2231.)

WWROTHAM Heath.—(Borough Green 4.)

RROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111/R

RROWLAND SMITH'S, The Car Buyers. Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

BARTLETT will pay more for good Sunbeam-Talbots. —27a, Pembridge Villas, W.11. Bayswater 0523. [W1015

URGENTLY required, 1950 Sunbeam-Talbot 80 or 90 saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1441

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089/R

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel 46381. [0465/R

TALBOT

1938 Talbot 21hp sal., black, grey, except. cond.; £250.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3536. [C4029

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [K4018/R

Talbot Spares and Service

LARGE stocks new and second-hand Talbot spares, 1929-36, including ambulance.—Clare's Motor Works, 260, Knights Hill, London, S.E.27. Gipsy Hill 0132. [0864/R

JOHN BLAND for pre-war Talbot spares and repairs; many spares manufactured including water pumps, water manifolds, oil filters, etc.; exchange service; splined wheel hubs.—27, Southfields Rd., S.W.18. Vandyke 1612. [0896/R

TRIUMPH

SLOCOMBES, Ltd.

1950 Triumph Renown, heater, with our unique guarantee which includes periodical checks and service at no charge; £585.—Dudden Hill Lane, Willesden 4869. [C4017

GATEHOUSE offer:—

1952 Triumph Mayflower saloon, heater and radio, colour powder blue, 11,000 miles; £585.—Gatehouse Motors Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

B. J. HUNTER, Ltd., offer:—

1949 Triumph 2000 Roadster, maintained regardless by enthusiast; £525.

1948 Triumph 1800 coupe, engine just overhauled; £495.

1947 Triumph 1800 coupe, engineer maintained; £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

GLANFIELD LAWRENCE offer:—

1951 Triumph 2000 saloon, maroon, magnificent specimen, many extras including heater, radio, overdrive seat covers, rad. blind, etc., whole car unmarked; £655.—407, High Rd., N.12. Finchley 0091. [C2055/1

HAROLD SIMONS, Ltd., offer:—

1939 series Triumph Dolomite, in superb condition throughout, black, brown hide, seat covers, twin spot lights, twin Windtone horns, has had two owners since new, one a week-end driver only; outstanding value at £245; 3 months' written guarantee; free service after sale; deferred, exchanges; trade enquiries welcomed.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052-53. [C4065

MAYFAIR COUNTRY CARS offer:—

1949 Roadster 2000, immaculate condition, radio; £525.

TERMS, exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3008

BERKELEY SQUARE HOUSE GARAGE offer:—

1952 Mayflower, black, red hide upholstery, heater £495.

1952 Mayflower, black, heater; £485.

BERKELEY Square, W.1. Grosvenor 4343. [4483

£95.—1935 Triumph Gloria 10.8 saloon, clean car. Autostrips, 5, Balham High Rd., Balham 1509. [C1009

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1953 Triumph Mayflower saloon, as new; £585.

MARLBOROUGH WORKS, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

W. J. BROWN, Ltd., Established over 30 years.

1948 Triumph 1800 saloon, black, beige leather; £575.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1950 Renown, black, beige leather, heater, one owner, taxed; £625.

1949 Renown 2000, black, grey leather, radio, defrosters, fog lamp; £575.—K. J. Motors, Ltd., Bromley, Kav. 3456. [4439

1952 Mayflower black saloon, leather and heater, carefully used; £500.—Campbell Symonds—Wembley 6262. [C1037

1950 (Sept.) Triumph Renown, maroon, unmarked; exchanges with cash adjustment on either side.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

1952 Triumph Mayflower saloon, comet blue, leather, heater, genuine 6,000 miles, one owner, new condition; £515.

X. L. SERVICE STATION, Kingston Vale, S.W.15. Kin 6333. [C4060

2000 Roadster, champagne with red leather, heater, reconditioned engine, new battery, excellent condition; £495.—Tel. Farnborough (Kent) 696. [4440

KENTISH & THOMSON, Ltd.—1952 (Nov.) Triumph Mayflower saloon, black with red leather and heater, low mileage; £525.—564-6, Wickham Rd., Shirley, Croydon. Springpark 3477. [C2047

1954 Series Triumph TR 100 mph, 2-seater, cream with red leather upholstery, 200 miles only; £895.—A. Dey & Co., 18, Hardman St., Liverpool 1. Tel. Royal 5087. [4404

1949 Triumph 2000 Roadster, silver grey, red leather, heater and radio, immaculate; £500 o.n.o.—Peter Bibby, 6, Starling Rd., Radcliffe, Lancs. Bury 2101. [4496

£395.—1948 Triumph Roadster coupe, recon. engine, immaculate powder blue cellulose; £155 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1949 (Oct.) Triumph Roadster 2,000, black, very good condition, oil consumption negligible; £465, o.n.o., consider exchange 4-str. Bentley similar.—Smith, Oasby Glebe, Grantham. Tel. Culverthorpe 4r. [4414

1949 Triumph Roadster, grey, grey leather, excellent condition throughout; any inspection invited; 3 months' guarantee; £495.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4054

1951 (July) Triumph Renown, maroon, hide upholstery, distributor-maintained, fitted new gold seal tyres, radio, heater, mechanically perfect, coachwork superlative, A.A. or R.A.C. inspection; £665 or near offer.

THIS car is a genuine bargain to discriminating purchaser.—Rees, 88, Seaford Ave., Wollaton Rd., Nottingham. Tel. 74068. [4400

1952 (March) Triumph Renown limousine (with a partition between front and rear seats), 10,200 miles, in metallic grey blue leather, heater and radio, a one-owner chauffeur-driven car in immaculate condition; £770.—Shaftesbury Motors, Sutherland Ave., Leeds, 8. 66-1002. [4290

545 gns.—Triumph Mayflower 1952 saloon, jade green, fawn upholstery, heater, one owner, small mileage, exceptional condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Triumph Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Triumph cars.—520, Euston Rd., N.W.1. Euston 1212. [0974/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R

FULL value paid for Triumph or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Triumph Mayflower. May. 3051. [W3043

XXX H. F. Edwards offer immediate cash for good Triumph cars.—Details please to 200, Great Portland Street, London, W.1. Tel. Langham 0012. [W2003

Triumph Spares and Service

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7755. [0143/R

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollinsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3522). [0555/R

UTILITY CARS

WM SEE Welbeck Motors advertisement for Vanguard Estate car in "Standard Vanguard" section of this issue.

UTILITY CARS

CAMDEN MOTORS offer:—

AUSTIN A70 Countryman, Nov. 1951, latest type radiator, rear seats fold-flat, extra-double doors at rear, built-in heater, a very smart specimen; £695.

AUSTIN A70 pick-up 1952, the latest type model with built-in heater, etc., bodywork positively immaculate, moderate mileage; £495.

STANDARD Vanguard estate car 1950, finished beige and upholstered in leather and fitted built-in heater, purchased direct from local country family and used entirely for private motoring, excellent condition; £535.

ALSO a late 1949 estate car and another 1950 model in grey.

STANDARD Vanguard utility 1951, smart all-purpose vehicle, glass all-round, and in attractive condition throughout; £425.

HILLMAN Minx estate car 1947, genuine post-war 4-door model with additional rear access, very smart all-metal bodywork, finished in beige, leather seating fold-flat rear seat, extremely good condition; £415.

FORD Prefect shooting-brake, in grey with brown interior, ample room for passengers and goods, very economical engine, excellent tyres; £245.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

JACK STONE & SON offer:—

1951 Austin A40 Countryman; 1938 Ford 10 6-seater utility; 1937 Buick 30hp 7-seater utility coachbuilt wooden utility bodies to your own specifications, £135; order your new Vanguard, Hillman, Austin, tractor, etc., utility car or van, immediate delivery; write for up-to-date list.—221, Upper Richmond Rd., Putney 1054-5, 2276-7. [C4021

AUTOMOBILIA, Ltd., offers:—

STANDARD Vanguard Estate (December, 1949), mist green, red leather, one owner, exceptional condition, heater; £525.

PIPPBROOK Garage, London Rd., Dorking 4504, 5891. [C1089

BRADSTOCK MOTORS offer:—

£425.—1949 Lea-Francis 14hp 4-door shooting brake, very attractive and roomy body, excellent condition throughout.

£470.—1949 (Oct.) Vanguard 4-door estate car, low mileage, excellent condition; terms, exchanges.—Chase Rd., Epsom. Tel. 633. [C1090

HAROLD SIMONS, Ltd., offer:

1952 5cwt utility, 9,000 miles, radio, grey and black, brown leather, immaculate, a most attractive and unusual vehicle; £595; 3 months' written guarantee; free service after sale; deferred; trade enquiries welcomed.—Harold Simons, Ltd., 597-601, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052-53. [C4065

A.Z. MOTORS for Utility bargains.

1948 Standard 12 coachbuilt utility, gift; £285.

1946 (regd.) Austin 8 wooden utility, excellent condition, snip; £175.

1941 Ford V.8 22hp utility, sound; £175.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

GLANFIELD LAWRENCE offer:—

FORD 5cwt utilicon, 12,000 miles, one owner, folding rear seats, fully lined, absolutely unmarked; £395.—407, High Rd., N.12. Finchley 0091. [C2055

ENGINES RECONDITIONED, Ltd., offer:—

1948 Alvis 14, fitted with smart utility bod/, very roomy 4/5-seater, finished in metallic and natural wood, excellent chassis; £395.—333, Pinner Rd., Harrow, Middx. Tel. Harrow 5366. [C2070

NEW Fordson 10cwt Estate car, 7-seater, fully folding seats; £610/5/10.

£395.—Hillman Minx Estate car, 1948, 4-door, bodywork Phase II, steering column gear change, excellent body condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2006

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1951 (August) Austin A70 Estate car, ash/brown leather, heater, one owner, 17,000 miles; £595.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

GUY ALFREDS & Co., Ltd.—1940 Morris Utilecon, 1950 condition.—6-7, Warren St., W.1. Euston 3268 [C1005

1949 Austin A40 Countryman, reconditioned engine, brakes, etc., guaranteed; £485; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1948 Morris Utilecon, excellent condition; £325.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [3327

1950 Lea-Francis shooting brake (London coachbuilt body), excellent condition.—Townley, Bractullo Mill, Forfar, Angus. [4357

1953 Austin A40 Countryman, low mileage; £665.—Gordon Cars (London), Ltd., 575, Euston Rd., London, N.W.1. Eus. 6611 [C3023

£325.—1944 Hillman Minx Estate car, renovated and reconditioned.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

BRADFORD utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

1952 Bradford de luxe Utility, 4 seats, one owner, 7,000 miles, undersealed, heater, extras, as new; £475; guaranteed.—O. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Tel. Kingston 2241. [C4053

UTILITY CARS

1952 Allard Safari estate car, 8-seater, radio, heater, 17,000 miles, whole vehicle as new, finished natural wood and bronze; offered at fraction of original cost; ideal for gentleman farmer, etc.; £895.—Walthamstow Motor Co., 736, Lea Bridge Rd., Leytonstone 4461-2. [4515

ROYS offer 1949 A40 Countryman, £395; 1948 Minx, genuine estate utility, £385; 1947 and 1949 Ford 10 utilecons, £195 and £285; 1937 Packard utility, £165; numerous good vans; see Commercial column; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C5059

Utility Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WHY accept less for your utility vehicle, estate car or shooting brake when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2008

VAUXHALL 10

1947 Vauxhall 10hp saloon, black with brown upholstery, very nice condition; £370.

FERNSIDE MOTORS, Ltd., Mitcham Rd., Croydon. Tho. 1448-9. [4473

1939 Vauxhall 10 saloon, guaranteed; £195; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1947 Vauxhall 10 saloon, splendid order, reconditioned engine, front suspension overhauled, loose covers, twin horns, new tyres; £350.—C. W. J. Coles, Ltd., Blunt Rd., South Croydon. Croydon 0095. [3865

Vauxhall 10 Cars Wanted

REALLY good second-hand Vauxhall 10 required.—Cobb, 30, Harley House, N.W.1. [W1096

VAUXHALL 12

W. J. BROWN, Ltd., established over 30 years.

1948 Vauxhall 12 Sun saloon, blue, brown upholstery, radio, pass light, recon. engine, an extremely clean car, £585.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1938 Vauxhall 12 saloon, in particularly nice condition; £185; terms.—Newbery Cars, Muswell Hill, N.10. Tudor 3594. [4445

VAUXHALL 14

DICKS.

1939 Vauxhall 14 saloon, famous J series, fitted radio; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

1947 Vauxhall 14 J-type sliding head saloon, black, with radio, exceptional condition; £350.

GEE CARS, Ltd., 60-62, Queenstown Rd., S.W.8. Mac 3363 [4170

1947 Vauxhall 14 saloon, blue, immaculate condition throughout; taxed; £385.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [C5005

1947 14hp Vauxhall J-type sal., one owner, black, new engine (700 miles ago), excpt. cond.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5358. [C4029

1939 Vauxhall J type saloon, guaranteed; £245; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631 [C3029

£185.—1937-8 Vauxhall 14 drop head foursome coupe, in original condition; £85 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£245!!—Vauxhall 14 D.X. saloon, but one that cannot be adequately described; you must see this, its bodywork is so original and beautiful, interior excellent, and mechanically 100%; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

VAUXHALL WYVERN

ALWAYS

VAUXHALL Wyverns. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C5022

CAR MART, Ltd

1951 Vauxhall Wyvern saloon, radio, heater; £525.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [C1059

RUSSELL MOTORS offer:—

1953 Vauxhall Wyvern, black, 8,000 miles only; £685.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

W. J. BROWN, Ltd., established over 30 years.

1953 Vauxhall Wyvern, grey, 5,000 miles, absolutely perfect; £695.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

£475.—Vauxhall Wyvern 1950 model, green, fitted with radio and heater, one owner.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2006

1953 Wyvern, grey, red upholstery, one owner, immaculate, taxed, 5,500 miles; £695.—K. J. Motors, Ltd., Bromley. Rav. 5456. [4454

1951 Vauxhall Wyvern, one owner, immaculate, choice of two cars; £545.—Smith & Hunter, 576, Kensington High St., W.14. Western 2312. [C4019

1953 (Nov.) Wyvern, grey, nominal mileage, fitted £90 extras including heater, radio, Tygan covers; £785.—Builder, Lauriston, Brixham 3060. [4501

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL WYVERN

1951 Vauxhall Wyvern, one owner, black, brown leather, immaculate throughout; £550; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2055

1953 Wyvern, 6,000 miles, one owner, grey, red leather; terms and exchanges; £685.—Waymouth, 57, Huxley Rd., Edmonton, N.18. Tel. Tottenham 9548. [4312

JACK ROSE, Ltd., offer.—1953 Vauxhall Wyvern in green with green upholstery, 1,500 miles only, as brand new, fitted with extras; £715.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3051

1953 Wyvern, new October, 800 miles only, owner deceased, genuine executor's sale; heater, radio and many other extras; £750 or nearest offer.—Watford 7750. [4462

1949 Wyvern export model, one owner, new works engine and recellulosed since new, excellent condition; £410 or nearest offer; full particulars.—G/Capt. Rump, R.A.F., Feltwell, Thetford, Norfolk. [4261

445 gns.—Vauxhall Wyvern, 1950 model saloon, leather, heater, one owner, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Vauxhall Wyvern Cars Wanted

FULL value paid for Wyvern or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

VAUXHALL VELOX

ALWAYS

VAUXHALL Veloxs. A selection with a written guarantee and free after sales service at NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

CAR MART, Ltd.

1950 Vauxhall Velox saloon, radio, heater; £495.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

GLANFIELD LAWRENCE offer:—

1950 Vauxhall Velox saloon, radio, heater, black/brown, very nice throughout; £449.—407, High Rd., N.12. Finchley 0091. [C2055

WARWICK WRIGHT, Ltd., offer:—

1951 Vauxhall Velox saloon, radio and heater, green, 17,000 miles; £595.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

W. J. BROWN, Ltd., established over 30 years.

1953 Vauxhall Velox, 8,500 miles, black, red leather, heater, one owner; £765.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1951 E type Vauxhall Velox, finished beige.—Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. W.X. 2760. [3292

1949 (Sept.) Velox, black, brown leather, heater, carefully used, additional new Dunlop Forts; £455; original owner, near Slough.—Box 2401. [4474

1952 Velox, grey, grey upholstery, heater, one owner, immaculate; £625.—K. J. Motors, Ltd., Bromley. Rav. 5456. [4435

1952 model Vauxhall Velox, black, heater, loose covers, one owner, remarkable value; £595!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1949 (reg. Nov., 1948) Vauxhall Velox L type saloon, black, with brown leather upholstery, one careful owner; £425.
FERNSIDE MOTORS, Ltd., Mitcham Rd., Croydon. Tho. 1448-9. [3604

1951 18hp green, heater, covers, nominal mileage, one owner, superb condition; £535.—Robbins, East Putney. Tel. 4581. [C3010

1953 Vauxhall Velox saloon, blue, 6,000 miles only; £750.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1951 Velox, one owner, excellent condition throughout; £550; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2055

1949 Vauxhall Velox saloon, black, fawn leather, one owner, low mileage, excellent condition, guaranteed; £450.—Kings Motors, 1, High St., Ilfordsuite, Tel. 3532. [C2049

£405.—Vauxhall Velox (November, 1948) black, brown leather, heater, spotlight, one owner, chauffeur driven.—Capital Motor Co., Ltd., Tudor Garage, Tottenham Lane, Hornsey, Mou. 5451. [4305

1948 (Nov.) Vauxhall Velox, black, fawn leather, heater, and many extras, unusually well maintained and in specimen condition throughout; £585; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

1952 (Dec.) Vauxhall Velox, grey, square engine, under 5,000 miles, spare unused, extras valued over £110 fitted, including radio, heater, Tartan covers, link mats, screenwashers, fog lamp, radiator blind, electric cook, reversing lamps, Ace Rimbellishers, cigarette lighter, underseaded; £850 o.n.o.—1, Fordenbridge Rd., Sunderland. [4256

VAUXHALL 25

GATEHOUSE offer:—

1938 Vauxhall 25hp saloon, black, radio and heater, moderate mileage, an unusually fine specimen immaculate; £225.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.
SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0017/R

VAUXHALL MISCELLANEOUS

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 6452-5.—Gregory's of Uxbridge. [0039/R

HAMILTON MOTORS (LONDON), Ltd., 466-490 Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1950 Vauxhall Velox, black with brown interior, moderate mileage in first-class condition throughout; £510.

1946 Vauxhall 14hp saloon, mechanically excellent, almost new tyres, body exceptionally smart; £365.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2032

GRAHAM BROTHERS (MOTORS), Ltd., Main Vauxhall Dealers, 7-15, Peter St., Manchester, 2, for sales, service and parts.—Depots at: Ashton (Ashton 1817), Didsbury (Didsbury 5446), Manchester (Blackfriars 9887), Stretford (Trafford 5311), Wilmslow (Wil. 4952). [0283/R

Vauxhall Miscellaneous Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 5454. [0975/R

RSR

ROWLAND SMITH'S. The Car Buyers.—Highest cash prices for Vauxhall.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SSW

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R

PRIVATELY owned Vauxhall 10 or 12.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

REQUIRED, good used Vauxhall.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612/R

VAUXHALL cars, post-war models, urgently required.—Gollys Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6375. [0479/R

XXX H. P. Edwards offer immediate cash for good Vauxhall cars.—Details please to 200, Great Portland Street, London, W.1. Tel. Langham 0012. [W2005

7-SEATER private 1957/8/39 Limousines required, cash waiting. Aipe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2032/R

Vauxhall Spares and Service

CAC.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at:—
BEDFORD House, 580-588, London Rd., Croydon. Tel. Thornton Heath 5276 (14 lines). [0205/R

KJ MOTORS, Ltd., for spares, accessories, exchange units.—Bromley, Kent. Rav. 5456. [0595/R

VETERAN CARS

WELHAM'S, Veteran Car Specialists, Surbiton Hill Rd., Surbiton. Elmbridge 1875. Buy, sell pre-1914. [C4070

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey

THE Volkswagen people, official main dealers; all spares and fully specialised service, coachbuilding and painting on premises; open for reception weekends, we can now offer our well-known reconditioned models in maker's colours—for immediate delivery. Tel. Ripley 2361. [0375/R

V & F MONACO MOTORS.—1947 Volkswagen
V & F MONACO MOTORS.—The only Volkswagen specialists in London; Volkswagen bought and sold; service, repairs, spares.—5a, Weatherby Mews, Earls Court, S.W.5. Fro. 4657. [0641

PERFORMANCE CARS, official Volkswagen agents, new and used models in stock.—Great West Rd., Brentford, Middlesex. Ealing 8841. [C5041

1947 saloon, green, twin horns, twin exhausts, excellent; £275.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C5045

1947 Volkswagen, black, body and chassis recently overhauled, sound condition throughout, but recellulosed, various spares; £280 o.n.o.—Capt. Birtwick, Turweston Airfield, Brackley, Northants. [4417

Volkswagen Cars Wanted

RICHARDS & CARR buy Volkswagen.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

MAYFAIR GARAGES, Ltd., top cash prices for Volkswagen.—Balderton St., W.1. Mayfair 5104. [0415

V & F MONACO MOTORS.—The Volkswagen buyers.—5a, Wetherby Mews, Earls Court, S.W.5. Fro. 4657. [0300/R

Volkswagen Spares and Service

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2551) and Dorset House (Welbeck 7980) branches have factory trained mechanics, and offer you full service with repairs and parts facilities. [0855/R

Willys-Overland Spares and Service

JACK OLDING & Co., Ltd., Willys-Overland distributors for the United Kingdom; service and new cars available for early delivery.—Audley House, North Audley St., W.1. Mayfair 5252. [R3050/R

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributors.

1952 Wolseley 6/80 saloon, green with green upholstery, 11,000 miles, immaculate condition.

1951 Wolseley 6/80 saloon, met. grey, grey leather upholstery, 34,000 miles, carefully used, one owner.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

CAR MART, Ltd.

1951 Wolseley 6/80 saloon, heater; £595.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [C1059

GATEHOUSE offer:—

1946 Wolseley 18 saloon, in excellent condition; £340.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

H. A. SAUNDERS, Ltd., offer:—

1952 Wolseley 6/80 saloon, grey with brown upholstery, heater, recorded mileage 14,340; £675.
1949 Wolseley 4/50 saloon, black with brown upholstery, heater; £495.
836—842, High Rd., N.12. Hillside 5272 (6 lines). [C2027

H. BEART & Co., Ltd., offer:—

1951 (May) 6/80 saloon, metallic grey with grey upholstery, supplied by us originally and carefully maintained throughout; £595.—102, London Rd., Kingston-on-Thames. Tel. 5548. [C1081

CHARLES FOLLETT, Ltd., offer:—

1953 Wolseley 4/44 sal., grey, one owner, heater, screenwash and Ace Rimbellishers; this car has covered genuine 1,500 miles only and is as new; £795.
18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1947 Wolseley 18, black with brown leather; this car is in exceptional condition throughout; £400.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1939 Wolseley 14 saloon, superb, guaranteed; £285, Below.
1939 Wolseley 10 saloon, guaranteed; £240; payments.—Oldfield, 586, Kensington High St., W.14. Wes. 6651. [C3029

1947 Wolseley 18hp, sun roof, radio, heater, first-class condition, £575.—Hatfield 2962. [4375

1951 Wolseley 6/80 sal., green, green leather, radio, heater, mileage 16,000, ex. cond.; £650.
1937 Wolseley 25hp coupe, black, blue leather, ex. cond.; £195.
TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

BEARTS, of Kingston, Wolseley distributors.—Sales spares and repairs.—102, London Rd., Kingston. Tel. 5548. [0085/R

1950 Wolseley 6/80 saloon, very good condition, nominal mileage; £475.—Haskins, Ladbrooke 1155. [C3027

1950 (June) Wolseley 6/80 saloon, total mileage 56,000, engine overhauled completely recently, one owner, black; £450.
LYNE, FRANK & WAGSTAFF, 5-5, Crouch End Hill, N.8. Mountview 4401. [C2056

1953 (April) Wolseley 6/80 saloon, 6,000 miles, one owner, as new; £750.—C. V. Rushmer, 59, Holland Park, W.11. Park 5751. [C5061

£165 each, 1938 Wolseley drop head coupe, also 1935 14hp saloon.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

1951 Wolseley 6/80 saloon, grey, brown hide, heater, immaculate; £545.—Silverthorne Motors, Ltd., 46, Fitzroy St., W.1. Euston 7611. [C4011

1939 Wolseley 14 saloon, in excellent condition throughout; £265.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4032

£165.—1937 18hp Wolseley saloon, good condition.—Le Grice Elers, 107-8, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

£285.—1959 Wolseley 14 de luxe saloon, black and chrome, post-war appearance, £95 down.—Bray Motors, 190-194, West End Lane, N.W.6. Hampstead 6490.

1952 (June) 6/80 Wolseley, grey, one owner, 12,700 miles only; £625.—Blue Star Garages, Ltd., 617, Finchley Rd., Hampstead, N.W.3. Tel. Hampstead 2254. [4471

WOLSELEY 4/50, 16,000 miles, heater, coachwork unmarked, works maintained; £525; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2801. [C2051

WOLSELEY Hornet EW special d/h coupe, 1955, 14hp two-tone grey, blue leather, large instruments, fast car, excellent order, present owner 8 yrs.—£115 o.n.o.—477, Sidcup Rd., London, S.E.9. Ell. 1526. [4592

245 gns.—Wolseley 14/60, 1959 de luxe saloon, sliding head, leather, good condition, taxed; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1951 Wolseley 6/80, sun roof, heater, radio and every possible accessory, grey/blue, chauffeur maintained, one owner, £600.—British Central Electrical Co., Ltd., 6 and 8, Rosebery Ave., London, E.C.1. Terminus 2525. [4274

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

WOLSELEY

CAMDEN MOTORS for Wolseleys.—Stock of 25 cars of this one make alone, all models from 8hp upwards pre- and post-war, including three 6/80 saloons, 1951/2, and several 1939 Series III 14hp privately owned saloons; also a 1940 limousine.

CAMDEN MOTORS for Wolseleys, Leighton Buzzard, Eds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055

PRIDE & CLARKE, Ltd.—1951 Wolseley 4/50 saloon, green/green leather, 28,000 miles, heater, one owner, £529; 1949 black/brown leather, one owner, £459; 3 months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

£265!!!—Rare and beautiful Wolseley 14 special saloon, with boot in rear, look at this vehicle, its immaculate, open the doors, the leather smells new, drive it, its magnificent, the finest value we can offer to-day; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [2052

LIMOUSINES, 1950/25hp, partition, forward occasionals, black, genuine mileage 4,000, unblemished, reasonable. £985. Also 1948, mileage 18,000, privately owned, £785. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1005

Wolseley 4/50 Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—520, Euston Rd., N.W.1. Eus. 1212. [0721/R

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Wolseley 4/50.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Wolseley 6/80 Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—156, Park Lane, W.1. Gro. 5434. [C722/R

Wolseley Cars Wanted

RS ROWLAND SMITH'S, the car buyers.—Highest cash prices for Wolseley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Wolseley.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

XXX H. F. Edwards offer immediate cash for good Wolseley cars.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Wolseley Spares and Service

WJ JACOBS & SON.

WE specialise in spares and repairs of all models of Wolseley cars.

WJ JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7785-4. [0485

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 5240. [0797/R

FOR Wolseley service consult the Wolseley specialists.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961.) [0475

RHK HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101.—Spares, reconditioned units, service and repairs for all Wolseley 1937-1951 models. [0516/R

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Faxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277/R

MISCELLANEOUS CARS

RAYMOND WAY.

RAYMOND WAY, the hire purchase specialists.

HERE are 5 cast-iron reasons why everybody's going KILBURN WAY:—

1. 200 used cars under £400 always available.
2. We can quote the most competitive prices obtainable because of our huge turnover.
3. Unequalled hire purchase terms.
4. Satisfactory exchange prices on your car, 3-wheeler or motor cycle.
5. Every machine is plainly marked with price, year and model.—Raymond Way, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [0829/R

ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 30 years. [C3010/R

WEST LONDON MOTOR MART offer a large selection of vehicles mostly under £150, deposit from £25, immediate hire-purchase and insurance facilities. WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx. Ealing 8842. [C3041

MAKIN & HARRISON OF CHISWICK.—Good selection popular cars; sell or exchange your present car, motor cycle or combination.—492-6, High Rd., W.4. Chiswick 0558 and 2619. Open week-days until 7 p.m. (Thursdays 1 p.m.) [C3071

Miscellaneous Cars Wanted

RS ROWLAND SMITH'S, the Car Buyers.—Highest cash prices.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Miscellaneous Cars Wanted

GATEHOUSE MOTORS.

ARE buyers of all makes of cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

IF you wish to sell your car for cash, write, 'phone or call.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [W2023/R

CASH for cars.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0824/R

CASS'S MOTOR MART are buyers of all makes of carefully used cars and utilities.—5, Warren St., W.1. Euston 4110 and 3523. [W1043

PRE- or post-war saloon, 10 or 12hp, urgently required for cash; call or 'phone.—Mac Motors (Surbiton), Ltd., 76, Brighton Rd., Surbiton. Elmbridge 3974. [W3072

PRIDE & CLARKE, Ltd., the car and motor cycle buyers.—Immediate cash offer any make, year or model; H.P. accounts settled; exchanges.—Write, 'phone or call, Stockwell Rd., S.W.9. Bri. 6251. [0740/R

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SMITH AUTO Co., Ltd., main dealers for Rootes Group offer favourable delivery of the Hillman range.—145, London Rd., Croydon. Croydon 4600-4632. [0868/R

HILLMAN convertible, black, red upholstery; £723/12/6, ex works.—Parkway Garages, Ltd., Lilliput, Bournemouth. Tel. Canford Cliffs 78078. [4239

MANTON MOTORS, Ltd., main dealers for all products of Rootes Group, offer favourable delivery of the Hillman range.—23, Shirley Rd., Croydon. Add. 6051/4. [4530

ORDERS accepted now for new Hillman Minx; exchange and terms arranged; cars prepared in advance for clients returning to England; your enquiries receive prompt attention.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [N3011

HUMBER

HENDON CENTRAL GARAGE, Ltd., offer:—

IMMEDIATE delivery new Humber Super Snipe saloon.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [N2054

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

100% Rootes Group Dealers.

NEW Humber Hawk saloon, immediate delivery, at list price; equitable h.p. facilities and part exchanges.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [N1008

CARRIS MOTORS, Ltd.—Humber Hawk and Snipe; immediate delivery.—Lewisham Bridge, S.E.13. Lee Green 8585. [0720/R

IMMEDIATE delivery new Humber Super Snipe saloon, finished in black/red; £1,396/10/10; also Humber Hawk saloon, £986/14/2.

BREW BROS., Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3535. [N1083

HUMBER

HUMBER Hawk saloon, grey, red upholstery; £985/14/2, ex works.—Parkway Garages, Ltd., Lilliput, Bournemouth. Tel. Canford Cliffs 78078. [4240

SMITH AUTO Co., Ltd., Main Dealers for Rootes Group offer early delivery of Super Snipe and Hawk saloons.—145, London Rd., Croydon. Croydon 4600-6432. [0867/R

MANTON MOTORS, Ltd., main dealers for all products of Rootes Group, offer early delivery of Humber Hawk and Super Snipe.—23, Shirley Rd., Croydon. Add. 6501/4. [4529

NEW Humber Hawk, immediate delivery; part exchange; deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2-3. [N4008

ORDERS accepted now for new Humber Super Snipes and Hawks; exchange and terms arranged; cars prepared in advance for clients returning to England; your enquiries receive prompt attention.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [N3011

JAGUAR

HENLYS, Ltd.,

ENGLAND'S largest Jaguar distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2267.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

MANCHESTER: 1—5, Peter St. (Blackfriars 7845.) [0155/R

ROWLAND SMITH'S for Jaguar.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part-exchange; confidential H.P. terms. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

COOMBS & SONS (GUILDFORD), Ltd., for Jaguar sales and service.

MAIN agents for South-West Surrey.—St. Catherine's Garage, Guildford 62907-9. [0244/R

KJ MOTORS, Ltd., main agents for N.W. Kent.—Bromley, Kent. Rav. 3456. [0286

JAGUAR Mark VII, in suede green, immediate delivery from stock.—H. G. Betts, 397, Ashby Rd., Scunthorpe. Tel. 3327. [3939

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—521, Romford Rd., Forest Gate, E.7. Marylands 4818. [0439/R

TO be sure of your new Jaguar you couldn't do better than secure your order for the Mark VII saloon; current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [N2008

MARK VII saloon, black with red leather; immediate delivery, £1,616/2/6; cash, exchange or hire purchase.—County Garage, Ltd., Lancaster Rd., Morecambe, Lancs. Tel. 207. [4524

JOWETT

C. of P.

DISTRIBUTORS.

IMMEDIATE delivery new Javelins.

SALES staff available throughout the week-end.

CLARKE'S OF PIRBRIGHT, Surrey. Brookwood 2201-2. [N1049

COME to the specialists for anything Jowett.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 9144. [N3028/R

GROSVENOR GARAGE (BFD), Ltd., Jowett distributors for West Yorkshire, Manningham, Bradford 23081 (6 lines). [0255/R

RED CIRCLE, Ltd., area dealers for Jowett Javelin and Bradford commercials, spares, sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Tottenham 1906/7553. [0504/R

KAISER

KAISER sales, service, spares; sole concessionaires For Great Britain.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6. [0309/R

LANCHESTER

GUY SALMON AUTOMOBILES offer:—

NEW Lanchester 14 saloons, three, one at £1,179/15/10; current list price now £1,414/19/2.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [N4001

LEA-FRANCIS

WEST Yorkshire distributors of Lea-Francis cars.—Marshalls (Halifax), Ltd., King's Cross Rd., Halifax. Tel. 5044. [0470/R

MERCEDES-BENZ

WELWYN SERVICE DEPOT, Ltd.

HERTS, Bucks, Beds, Cambs, Hunts and Northants Main Distributors; enquiries invited for early delivery.—Welwyn Garden City, Hatfield 2178. [0611/R

MERCEDES-BENZ, distributors for Surrey and Sussex; all models available; write for full details.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

TAYLOR & CRAWLEY, official retailers for Mercedes-Benz; drive these exciting demonstrators, part exchanges and terms.—Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [N4036

SWANMORE GARAGE, official distributors Hants, Dorset, Wilts, Somerset, Devon and Cornwall. Early deliveries all models.—1176-1180, Christchurch Rd., Boscombe East, Bournemouth. Tel. Southbourne 43544, 43545. [N4024

MERCEDES-BENZ

A NEW motoring experience, contact the Scottish distributors for full particulars, latest models in stock.—Inglis Automobiles, Ltd., 68-78, Pitt St., Edinburgh. Tel. 26287. Main agents in the West of Scotland. Jas. H. Gait, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7698. [0862/R

JOHN S. TRUSCOTT, Ltd., official retailers of Mercedes-Benz, the oldest car manufacturers in the world, offer a range of models which incorporate the highest attainable standards of technical design, quality, finish and long life; let us prove this to you, full details on request, demonstrations of all models including type 170-SD (diesel), immediate or very early delivery, exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. May. 4274. [N4055

M.G.

ROWLAND SMITH'S for M.G.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part-exchange; confidential H.P. terms. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

PRIDE & CLARKE, Ltd.—M.G. agents; exchanges, terms.—257, Brixton Hill, S.W.2. Tul. 3664-5. [0311/R

S. G. SMITH (MOTORS), Ltd.—Order your new M.G. model TF sports tourer now; all orders delivered in strict rotation; your old car or motor cycle taken in part exchange.—New Cross 0460. 285, Rye Lane, Peckham, S.E.15. [0529/R

MORGAN

BASIL ROY, Ltd., Morgan distributors; full range on view.—161, Gt. Portland St., W.1. Langham 7753. [0510/R

MORGAN Plus-4 distributors.—1954 2-seater on show; send s.a.e. for full specification.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

LATEST Plus 4 drop head coupe in red, immediate delivery of this famous rally winner; cash, exchange, or hire purchase.—County Garage, Ltd., Lancaster Rd., Morecambe, Lancs. Tel. Morecambe 207. [4522

MORRIS

ROWLAND SMITH'S for Morris.

IMMEDIATE delivery new Morris Oxford saloon.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part-exchange; confidential H.P. terms. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

MEBES & MEBES, Ltd. (Est. 1893).

MORRIS specialists past 30 years.

EARLY rotational delivery all models.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [N3012

WRAY PARK GARAGES, Ltd., for Morris Oxford and Six.—Reigate 2263. [4298

AVAILABLE for immediate delivery, new Morris Oxford saloon; £708/15; h.p. terms; part exchanges.

COLES GARAGES, Ltd., 42, Worple Rd., Wimbledon, S.W.19. Wim. 0195. [C1054

NEW Morris Oxford de luxe saloon, green with green leather; £725.—Robbins, East Putney. Tel. 4581. [N3010

PRIDE & CLARKE, Ltd., for your new Morris; exchanges, terms.—257, Brixton Hill, S.W.2. Tul. 3664/5. [0735/R

SURREY MOTORS, Ltd., official Morris retail dealers, fully equipped for service and spares.—High St., Sutton. Vigilant 4444. [1661

EDGAR HARRISON, Ltd.—To be certain of your new Morris, orders accepted for all models.—35, North Row, Park Lane, W.1. Tel. Mayfair 0402. [4316

SMITH & HUNTER OF KENSINGTON, Contracting Morris Agents.—Morris Oxford immediate and Minors rotational, exchange; deferred terms.—376, Kensington High St., W.14. Western 2312. [N4019

KINGSTON-ON-THAMES.—Morris Agents for Sales and Service. New Oxford ex-stock.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Tel. Kingston-on-Thames 2241. [N4053

TO be sure of your new Morris choose the Oxford saloon; £708/15 for immediate delivery, Minor saloons, 2-door and 4-door, for early delivery; current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [N2008

ROSE & YOUNG, Ltd., offer new Morris Six for immediate delivery; part exchanges welcomed.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [N3057

LANKESTER ENGINEERING Co., Ltd.—Immediate delivery Morris Six and Cowley van; also Morris Oxford saloons; choice of colour.—39/43, Eden St., Kingston-on-Thames. Tel. Kin. 5151-4. [0264/R

NASH

NASH cars, spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5558/9. [0562/R

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, Service and Spares.—Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 330-1. [0882/R

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7.) [0257/R

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester 19. Rus. 2874-5. [0199/R

PACKARD

SOLE Concessionaires, Leonard Williams & Co. (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0750/R

NEW CARS FOR SALE

PARAMOUNT

PARAMOUNTS now available: Camden Motors, Ltd., the sole distributors for Paramount cars in Great Britain, have a limited number of these new and exciting 10hp 4-seater roadsters available for immediate delivery; list price £625, plus purchase tax £261/10/10. Illustrated brochures supplied on request; call, write or 'phone for full details; appointments can be made for a demonstration of this graceful, thrilling new car between the hours of 9 a.m. and 8 p.m. Mondays to Saturdays at the main showrooms of Camden Motors, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines), who also have available one brand new and unregistered Paramount roadster, imperceptibly shop soiled at the inclusive price of £695. [C1035

PEUGEOT

LANCASHIRE.—Distributors for Peugeot cars, early delivery. Sales and Service

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0515/R

TOM KNOWLES, Sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. Grosvenor 3673-4. [0896/R

PONTIAC

PONTIAC. — U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R

PORSCHE

COLBORNE GARAGE, Ltd., Ripley, Surrey, England. Sole Concessionaires. All services available.—Tel. Ripley 2361. Cables Cobunwagen, London. [0572/R

RELIANT

WE offer reasonable delivery on the new 4-seater Regal coupe, price £299/10 plus £62/19/2 purchase tax, 50mpg, 65mph, the lowest priced car on the market; terms.—Main Agents, Church Rd., Eng. Co., Ltd., Hadleigh, Essex. [0531/R

RENAULT

C. R. ABBOTT & Co., Ltd., Renault Sales & Service; new 750cc saloon immediately available, 2-litre Frégate model for early delivery.—Dukes Rd., Western Ave., W.3. Tel. Acorn 3224/5. [4827

AUTO SALES (LONDON), Ltd., are North London distributors for the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service.—59/65, Belsize Rd., N.W.6. Tel. Mal. 5555. [0110/R

RILEY

1½-litre delivery ex stock, one only.—Montrose Motors, Wembley 2636. [0765/R

EDGAR HARRISON, Ltd., for Rileys.—33, North Row, Park Lane, W.1. Tel. Mayfair 0402. [4517

SMITH MOTORS, of Dulwich, for Rileys; terms, exchanges.—285, Rye Lane, S.E.15. New X 0462. [0530/R

C. A. PETO, Ltd.—Appointed agents, Riley Sales and Service.—42, North Audley St., W.1. May. 3051. [N3045

CLARKE & SIMPSON, Ltd., Riley Sales and Service, offer immediate delivery of the new 1½-litre Riley. —49, Sloane Sq., S.W.1. Tel. Sloane 4727. [N1046

PRIDE & CLARKE, Ltd., for your new Riley; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664-5. [0771/R

JOHN S. TRUSCOTT, Ltd., official retailers, immediate delivery latest 1½-litre, orders accepted for earliest delivery 2½-litre Pathfinder.—173, Westbourne Grove, W.11. Bay. 4274. [N4035

ROLLS-ROYCE

CAR MART, Ltd.

NEW Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner available for inspection and trial.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 5434. [N1059/R

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540. [0520/R

DAVID ROSENFIELD, Ltd.

OFFICIAL Manchester Rolls-Royce and Bentley retailers.

SHOWROOMS: 1/5, Peter St., Manchester, 2.

'PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd.,

MANCHESTER 8. Tel. Blackfriars 2302. [0561/R

H. A. FOX & Co., Ltd., officially appointed Rolls-Royce retailers and service agents.—Showrooms and Head Office, 3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7687. [4509

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R

ROVER

HENLYS, England's leading Motor Agents.

ROVER distributors.

DEVONSHIRE House Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385 Euston Rd., N.W.1. (Euston 4444.) [0154/R

COOMBS & SONS (GUILDFORD), Ltd., offer:—

NEW Rover 60 saloon to maker's full specifications; list price £1,162/15.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd. Guildford. Guildford 62907-8-9. [N1057

ROVER

COME to the pre-war specialists for anything Rover.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 9144. [N3028/R

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-9. [0245/R

CROYDON Main Agents Leathwood's Garages, Ltd., 20, St. James's Rd., Croydon. Tho. 1222. [0065/R

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. [0001/R

IMMEDIATE delivery Rover 75 saloon, steering column gear change model, colour black.—Toby Motors, Regent Rd., Gt. Yarmouth. Tel. 3273-4. [4565

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—521, Romford Rd., Forest Gate, E.7. Maryland 4818. [0451/R

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [0866/R

PLYMOUTH, S. Devon, E. Cornwall.—A. Humm & Co., Rover distributors, service and spares specialists.—Alexandra Rd., Plymouth. Tel. 5055. [0901/R

ROVER 60 and 75 for early delivery. As Rover specialists we have facilities for complete overhauls, also large stock replacement parts.—Dunham & Haines, 46, Castle St., Luton 2100-1. [N1079

ROSE & YOUNG, Ltd., offer new Rover 75 for immediate delivery; part exchanges welcomed.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [N3057

LAND-ROVER

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—521, Romford Rd., Forest Gate, E.7. Maryland 4818. [0452/R

ROSENFIELD for Land-Rover, distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [0692/R

SIMCA

LONDON, W.1.

SEE and try the new Simca Aronde, orders accepted for reasonable delivery.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [C5040

FIAT (ENGLAND), Ltd.

WATER Rd., Wembley. Tel. Perivale 5651.

SOLE Concessionaires

IN Great Britain and Northern Ireland for Simca spares and service. Distributors and Dealers throughout the country. [0665/R

H. W. MOTORS, Ltd., offer:—

SIMCA Aronde saloon, finished black with grey interior, fitted heater, right-hand drive; £897.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [N2042

PRIDE & CLARKE Ltd.—Simca main agents, immediate delivery; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664-5. [0515/R

DAVIES MOTORS, Ltd.—Distributors for parts of Middlesex and Surrey; immediate delivery; full service and spares facilities.

273, London Rd., Staines. Tel. 4211 (5 lines). [N1080

H. M. BENTLEY & PARTNERS, Ltd., official retailers for Simca, demonstration car available, early delivery.—9, Albemarle St., W.1. Grosvenor 5551. [C1018

MAYFAIR GARAGES, Ltd.—The new 1954 1½-litre Aronde de luxe saloon, finished in grey, list price £652, plus £264/9/2 P.T.; one now available for immediate delivery from stock; send for full catalogues. —Mayfair Garages, Ltd., Fiat Sales and Service, Balderton St. (opp. Selfridges), Mayfair, W.1. Mayfair 3104-5. Open 9-6, Sats 9-1. [N3009

SIMCA Aronde saloon; here is a fascinating car to drive that will impress your friends, it combines the comfort of an economical family saloon with the lively performance of a sports car; current market value for your present car, British or Continental makes, subject to inspection; to be sure of immediate delivery book this car now from

FERRARIS OF CRICKLEWOOD, Ltd., 206-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [N2008

SINGER

THE Singer agents offer immediate delivery of all 1954 models; demonstrations, exchanges; deferred payments.

AUTOMENDERS, Ltd., Lowther Garage, London, S.W.13. Riverside 6496. [0757/R

SINGER.—Birmingham and Midlands distributors, Henry Garner, Ltd., Showrooms, 221, High St., Deritend 12, Works, Alcester Rd., Moseley 15. [0166/R

STANDARD

BURGE & INGLIS, Ltd.

FOR immediate delivery Phase 2 Standard Vanguard; part exchanges, terms.—Dudden Hill Lane, Willesden 4869. [C4017

ROWLAND SMITH'S for Standard.

IMMEDIATE delivery new Phase II Vanguard saloon with heater and overdrive, at latest reduced price. ALL models supplied; your car, 3-wheeler or motor cycle taken in part-exchange; confidential H.P. terms. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5. Hampstead 6041. [N4018

BERKELEY SQUARE HOUSE GARAGE Ltd.

OFFER early delivery with service on the spot day and night garage.

BERKELEY Square London, W.1. Gro. 4545. [0840/R

STANDARD

MEBES & MEBES Ltd. (Est. 1895).

STANDARD Specialists past 50 years.

OFFER immediate delivery Standard Vanguard phase II, black, list price; rotational delivery of new 8hp model.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2043. [N3012

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

STANDARD Vanguard for immediate delivery.—D. J. Shepherd & Co. (Enfield) Ltd., 456, Hertford Rd., Enfield. Howard 1651. [N4009

NEW Vanguard Phase II, black; list price.—Robbins, East Putney. Tel. 4581. [N3010

VANGUARD.—Immediate delivery at new reduced prices, choice of colour.—S. F. Erskine & Sons, Ltd., Woking 330. [N2051

L. F. DOVE, Ltd., offer early delivery of all new Standard models.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [N1077

STANDARD Vanguard Phase II, metallic blue with red upholstery, £805/1/8.—Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. 663. [N2061

KJ MOTORS, Ltd., offer Renown and Vanguard models for immediate delivery.—Bromley, Ravensbourne 3456-7-8-9. [0220

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 461-2-3, offer immediate delivery of Standard Vanguard Phase II saloon. [N1001

JOHN S. TRUSCOTT, Ltd., official retailers, immediate delivery of Vanguard and 8hp models.—173, Westbourne Grove, W.11. Bay. 4274. [N4035

C. A. PETO Ltd., offer immediate delivery of new Phase II Vanguard saloon and estate car; list price. —42, North Audley St., W.1. May. 3051. [N3045

IMMEDIATE delivery.—Vanguard Ph. II saloon.—L. Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

STANDARD 8, demonstrations and bookings.—L. Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 105, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0451/R

METROPOLIS GARAGES, Ltd., the Standard agents, for sale, service and spare parts for all models.—1-51, Maclise Rd. (Olympia), W.14. Sho. 5595-6-7. [0609

C. A. PETO Ltd., accept orders for early delivery of new Standard 8; inspect this model at our showrooms.—42, North Audley St., W.1. May. 3051. [N3045

PRIDE & CLARKE, Ltd.—Exchange your car now for a new Standard Vanguard, many other new cars available, terms.—237, Brixton Hill, S.W.2. Tul. 3664-5. [0745/R

NEW Standard Vanguard Phase II, immediate delivery; part exchange, deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2-3. [N4008

STANDARD and Triumph (distributors in Surrey since 1911); immediate delivery Estate and Phase II Vanguard saloons; choice of colour, demo. available. —Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston. Tel. Kin. 3151-4. [0402/R

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088. Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham, Beckenham, Bromley, Sidcup, Bexleyheath and Farningham. [0052/R

STANDARD Vanguard saloons, latest models, Phase II, immediate delivery at the new reduced price £787, ex works; also Renown saloons, incl. radio, heater, leather, overriders, £1,156, ex works.—Now on view at McKinnon Motors, Ltd., "Langham House," 5, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [N5020

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 585, Euston Rd., N.W.1. Euston 4444.—Spares for all models. Hawley Cres., Camden Town. Gul. 4141. [0091/R

SUNBEAM-TALBOT

HENDON CENTRAL GARAGE, Ltd., offer:—

IMMEDIATE delivery new Sunbeam-Talbot Alpine finished in Alpine mist.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

100% Rootes's Group Dealers.

NEW Sunbeam Alpine, Coronation red, immediate delivery, list price; equitable h.p. facilities and part exchanges.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [N1008

BARNET area.—Sunbeam-Talbot main dealers.—Hadley Green Garages, Ltd., 202-4, High St., Barnet 0552. [0415

SUNBEAM-TALBOT 90 saloon, blue, fawn upholstery, £1,169/17/6, ex works.—Parkway Garages, Ltd., Lilliput, Bournemouth. Tel. Canford Cliffs 78076. [4241

MANTON MOTORS, Ltd., main dealers for all products of Rootes Group, offer early delivery of Sunbeam-Talbot saloon, coupe and Alpine models.—23, Shirley Rd., Croydon. Ado. 6051/4. [4551

SUNBEAM-TALBOT.—Smith Auto Co., Ltd., main dealers for Rootes Group offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine.—145, London Rd., Croydon. Croydon 4600-4632. [0869/R

GEORGE HARTWELL, Ltd., the Sunbeam-Talbot specialists, can offer immediate delivery of saloons, convertibles and Alpines (choice of ivory, red or black).—35-41, Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4161. [4019

ORDERS accepted now for new Sunbeam-Talbots, exchange and terms arranged; cars prepared in advance for clients returning to England, your enquiries receive prompt attention.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451/2. [N5011

TRIUMPH

NEW Triumph Renown saloons for immediate delivery, choice of colours.—Chain of Ealing. Per. 4861/5. [C1040

NEW CARS FOR SALE

TRIUMPH

ROWLAND SMITH'S for Triumph.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part-exchange; confidential H.P. terms. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

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PRIDE & CLARKE, Ltd.—Immediate delivery Triumph Renown; exchanges, terms.—257, Brixton Hill, S.W.2. Tul 3664-5 [0741/R

ALAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer immediate delivery of Triumph Renown saloon. [N1001

C. A. PETO, Ltd., offer immediate delivery of new Triumph Renown; list price £1,136/11/8.—42, North Audley St., W.1. May 3051 [N3045

IMMEDIATE delivery Triumph Renown saloon.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2501-2. [N3018

LANKESTER ENGINEERING Co., Ltd., Standard and Triumph distributors; immediate delivery.—Renown saloons, choice of colour.—39-43, Eden St., Kingston. Tel. Kin 3151-4. [0895/R

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VAUXHALL cars.—Shaw & Kilburn, Ltd., Showrooms:—
4—6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service: Western Ave., W.3. Acorn 4641.

K J MOTORS, Ltd., main dealers for Bromley, Orpington and district.—Bromley, Kent. Rav. 3456. [0221/R

VAUXHALL.—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd., Woking. Tel. Woking 1282. [N1078

VOLKSWAGEN

J. GILDER and Co., Ltd., Distributors, South Yorkshire and North Derbyshire, 16, Cambridge St., Sheffield, 1. Tel. 26358/9. [1616

DE Luxe V.W. in ocean green, £689/12/6; immediate delivery, cash, exchange or hire purchase.—County Garage, Ltd., Lancaster Rd., Morecambe, Lancs. Tel. 207. [4325

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SALES, spares, service.

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DAVIES MOTORS, Ltd.—Distributors for parts of Middlesex and Surrey; immediate delivery; full service and spares facilities.
273, London Rd., Staines. Tel. 4211 (5 lines). [N1080

SOLE concessionaires Great Britain and Northern Ireland, cars available for immediate delivery.—V. W. Motors, Ltd., Byron House, 7-9, St. James's St., London, S.W.1. Whi. 9501. [0648

NEW Aero Lark 4-door saloon, right-hand drive, immediate delivery; £1,470, including tax and duty.—Sole Concessionaires, Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [N3090

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WOLSELEY 6/80 for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [N4009

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JACK ROSE, Ltd., for Wolseley cars, offer immediate delivery of 6/80 Wolseley.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

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SUREFLEET, lowest rates in the trade.

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SELF-DRIVE post-war Morris, Austin A40, Morris Minors.—Rona Ltd., 3, Choumert Rd., Peckham, S.E.15. New Cross 2103. [9064

HAROLD R. HILLS GARAGE.—Garage accommodation service, high-class car hire.—3-6, Ennismore Mews, S.W.7. Kensington 4020. [0551/R

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AUSTIN A40s, £1/5 per day, 50 free miles; £3/3 weekly, 400 free miles; also A70s and A90s.—Trumans Garages, Queensway, W.2. Bay. 6415. [0686/R

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EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 8 and 10hp Fords; unlimited mileage; cars delivered.—Bri. 5552, 290, Milkwood Rd., Herne Hill, S.E.24. [0685/R

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HIRE a car as private as your own from Victor Britain, the Car Hire Specialist; pay less and always get a new car; self-drive Morris Oxford, Ford Consul or Vauxhall Velox 6-cylinder from £1 a day or £6 a week and an easy 8d. per mile; all petrol and oil free.—Write, telephone or call, Victor Britain, Ltd., 12a, Berkeley St., London, W.1 (Tel. Grosvenor 4881); or 11, Gt. Cumberland Place, Marble Arch, W.1 (Tel. Ambassador 2814). [0772/R

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ALL types of car radio supplies installed and serviced by competent radio mechanics.—The Car Mart, Ltd., Upper Montagu St., London, W.1. Ambassador 1937. [0162/R

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MISCELLANEOUS ADVERTISEMENTS

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WOOL pile and rubber-backed carpets, ribbed Hardura and rubber mats, link mats, tailored to fit all models, popular colour range; state model, hp, year.

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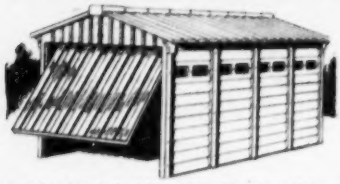

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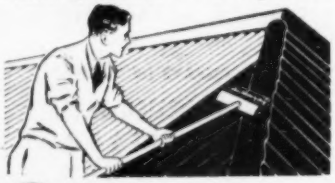

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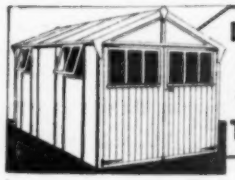

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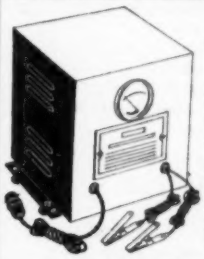

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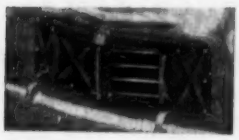

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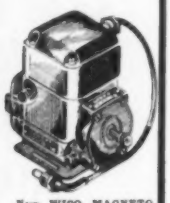

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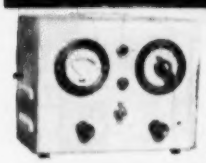

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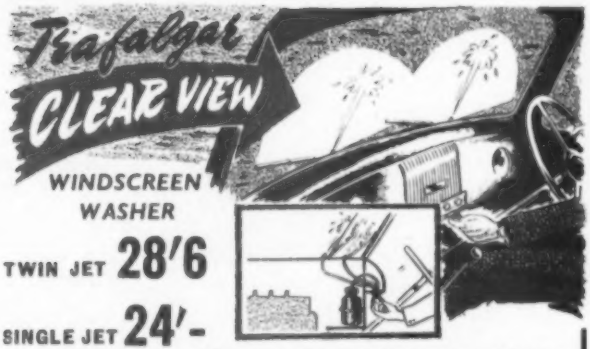

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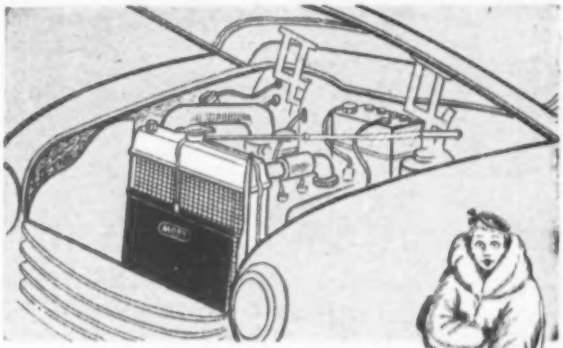

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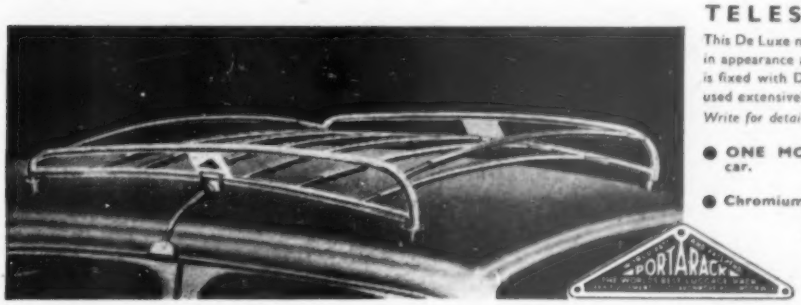

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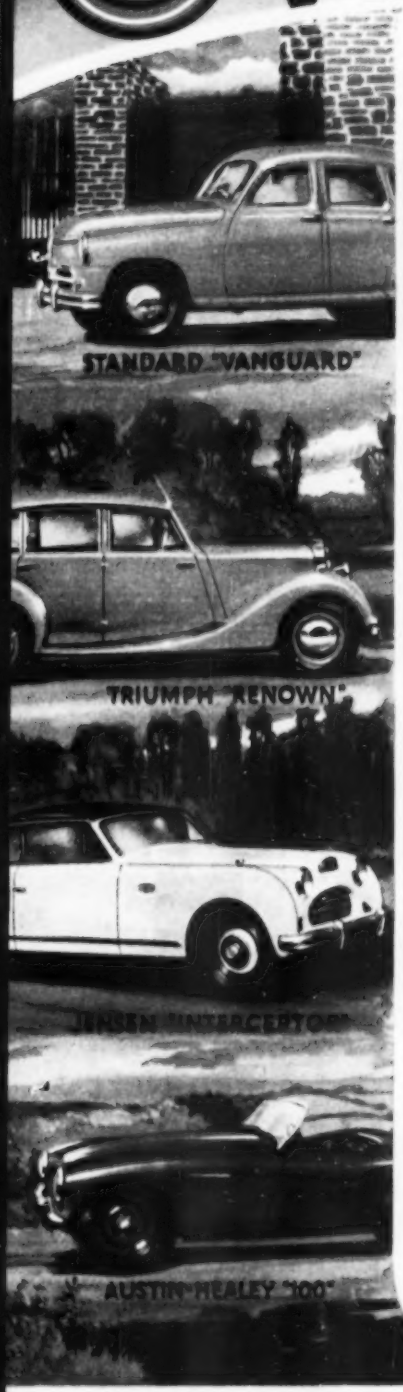
OVERDRIVE

What it does.....
And what it means...



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- **No free-wheel in any gear.**
- **Clutch-less motoring for practically 80% of driving.**
- **Better acceleration.**
- **Better performance.**
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Control of this overdrive can be arranged in a variety of ways, and by co-operation with Joseph Lucas Ltd., an automatic form of overdrive control has been developed. In order that the driver shall still have final control, a manual switch is included in the circuit. Normally, with the manual switch not operating, at a predetermined speed the car will change automatically to overdrive from top gear.

In addition to the four cars illustrated, the Overdrive is now available for: Austin-Healey 100, Austin A70, Austin A90, Austin Princess, Austin Sheerline, Bristol 2-litre, Ford Zephyr and Consul, Jowett Jupiter, Standard Vanguard, Sunbeam Alpine, Triumph 2-litre Sports, Triumph Renown, Vauxhall Velox and Wyvern, Jensen Interceptor. The Concessionaires for Vauxhall and Ford conversions are: Messrs. G. E. Neville & Sons Ltd., Mansfield, Notts; for the Austin A70, A90, Princess and Sheerline, Messrs. Jensen Motors Ltd., West Bromwich, to whom enquiries should be made.

Overdrive fitted to rear of Gearbox

Large decrease in engine R.P.M. when Overdrive comes into use

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Finger tip movement as illustrated, or fully automatic as described

No movement of foot controls when changing into or out of Overdrive

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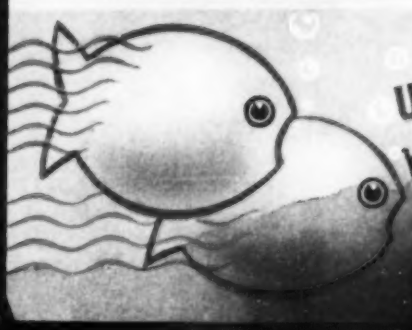

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